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American Railroad Journal.

New York, Saturday, December 16, 1865.

Improved Method of Super-Heating Steam.

Steam as ordinarily used, and known as saturated steam, has of necessity particles of water diffused throughout it mechanically as dust is diffused through the air by agitation. When the agitation in a boiler is great, much water rises, some of which passes over into the engine, and the boiler is said to "prime." The principal loss incurred in using saturated steam, is by the water thus "primed" over, clogging the motion of the engine, and abstracting heat from the boiler and cylinder without rendering useful effect. By moderately superheating the steam, it is not only expended as a gas, and its power and elasticity increased, but the watery particles which it holds in suspension are vaporized, and made to perform work as steam. The economy resulting from this operation has been found by many trials to be very great, amounting to from 20 to 30 per cent. of the fuel used. In some cases the saving has been found to be even greater than this, and boilers deficient in power have been rendered entirely

effective by the use of a superheater, doing away with the necessity of continually urging the fires. Very thorough and scientific experiments made on the steamers of the "Bay Line," while on their regular trips between Baltimore and Fortress Monroe, Va., gave the following results. With the steam superheated to a temperature of 375 degrees, the consumption of coal was reduced from $3\frac{3}{8}$ lbs. per hour per horse power, when using saturated steam, to $2\frac{1}{2}$ lbs., equivalent to a saving of 30 per cent. Such are the results which always follow the judicious use of superheated steam. Ordinary steam cannot part with any of its heat without suffering condensation, consequently, when it is allowed to expand in a cylinder a part of it is condensed. This loss is often a large per centage of the total steam used. As superheated steam admits of losing some of its surplus heat without being condensed, it will remain in the cylinder, pure, and dry to the end of the stroke. The economy effected in this way by the use of superheated steam is very great. A foolish prejudice exists in the minds of some in regard to the use of superheated steam. Such persons cannot have given the subject a careful consideration. Steam cut off from the boiler may be made perfectly pure and dry at 212 degrees, and the opinion of the highest authority is that superheating steam, 100 degrees above the temperature due to its pressure is ample to give most satisfactory results. Steam of a temperature of 400 degrees in the cylinder, is, and may in every instance be used with perfect safety to the lubrication employed, and the cylinder of the engine; practical proof of this assertion may be seen every day. At the late Fair of the American Institute held in this city, was on exhibition a very simple and efficient superheating apparatus, the invention of Mr. S. N. Carvalho, who has given much time and study to its improvement. Its operation was truly surprising, for when steam was passed through the superheater, its elasticity and power were doubled, and it was delivered to the engine so pure and dry as not to burn the hand, as will ordinary steam. The merits of the apparatus were thoroughly tested by the committee on machinery, (all of whom were practical experts) and a silver medal awarded. The essential parts of the invention are, first, a metal retort

or heating chamber, and of a cylindrical form to insure strength; second, of a metallic filling, such as coils of wire for conducting the heat into the retort, and throughout the steam. The various apparatuses which have been employed to superheat steam, have given so much trouble by leakage at their many and necessary joints, and by the rapid deterioration and oxydation of the thin metal of which they are composed, that the general introduction of superheated steam has been slow. These defects are overcome by the peculiar construction of this superheater, and by the employment of a metal well calculated to stand the fire, as well as by a very simple compensating arrangement by which the decomposition of the steam by heat is entirely avoided. As steam is a partial non-conductor of heat, a column of it passed swiftly through a pipe, would not become thoroughly heated, the part next to the heated surface receiving heat, while the centre would be comparatively cool. The coils of wire introduced, which are elliptical in shape, then serve to break up the direct current of steam, and bring each distinct particle of it into contact with a heating surface, either the inside of the retort or the heated coils themselves. By these means pure steam of a moderate temperature may be obtained for operating an engine; or, when required, highly superheated steam will be produced, for the various pressure of distillation, and manufacture, fumigating ships, &c., without the slightest damage of decomposition in the steam.

As is readily seen, this superheating apparatus may be applied at a small expense to any of the forms of boilers in use. It may be placed in the back connection, back of the bridge wall, or in the furnace itself, according as a higher or lower temperature is required in the steam, and as it occupies little space, does not interfere with the draft. By the use of a check valve between the superheater and the boiler, the elastic force gained by superheating is prevented from re-acting on the boiler, thus making the superheater the fulcrum of the power. By this arrangement a weak boiler may be worked with a greatly increased pressure, and with not the slightest danger. On the boilers of the Ordnance Department of the Washington Navy Yard, where the apparatus is in successful operation, the following are results ob-

tained. With a pressure of 45 pounds in the boiler, and the superheater disconnected, 40 revolutions were obtained from the engine. With the superheater in operation 15 pounds of steam gave 45 revolutions; these facts need no comment. Where a moderate degree of superheating is employed, as in warming buildings, a practical test made in this city where the apparatus is in use, showed that a pressure of only 5 pounds was required to preserve the steam in the highest rooms of the building without condensation, and a greatly increased heating effect was obtained. Carvalho's improved superheater may be applied at a trifling expense to locomotive engines, and will entirely prevent "priming," greatly increasing their economy and efficiency.

In those cases, more speed will be obtained, with the same amount of fuel, and condensation in the cylinder will be prevented, thereby relieving the piston from much of its back pressure. The decomposition of the steam by the heat in the fire-box is perfectly compensated by a very simple preparation of the coils. The gain resulting from the superheating of steam is much greater for the first 50 degrees above its saturated temperature than afterwards, as has been proved by careful experiments; consequently it is necessary to expend but a very small quantity of heat, to greatly augment the power and efficiency of ordinary saturated steam. In marine boilers which are provided with high steam jackets around the smoke pipes, the introduction of the coils of wire into this space, by increasing the superheating surface, has been found to effect a large saving in fuel; and by equalizing the temperature of the metal and the steam, prevents that alternate expansion and contraction which is the principal cause of the frequent destruction of the inner lining of the steam jacket.

In comparing Carvalho's superheater with others which have been used, the following advantages will be prominent:

1st. Its simplicity, practicability, and durability. 2nd. Its adaptability to every form of boiler, marine, locomotive, stationary, &c. 3rd. Its cheapness of construction, and 4th. Its perfect method of compensating for the decomposition of steam by heat, which feature is not possessed by any other superheater.

Further particulars in regard to this valuable invention will be given, by calling upon, or addressing HENRY W. BULKLEY, Esq., 57 Broadway, N. Y., who is the sole agent for the United States.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley, left at tide water from the commencement of navigation to the 30th Nov., inclusive, during the years 1864 and 1865, was as follows:

| | Flour, bbls. | Wheat, bu. | Corn, bu. | Barley, bu. |
|------|--------------|------------|------------|-------------|
| 1864 | 1,129,200 | 14,808,700 | 9,281,900 | 2,853,000 |
| 1865 | 863,800 | 9,404,500 | 17,313,100 | 4,000,900 |

| | | | | |
|-------------|---------|-----------|------------|------------|
| Dec... | 265,400 | 5,404,200 | *8,031,200 | *1,147,900 |
| * Increase. | | | | |

By reducing the wheat to flour, the quantity of the latter left at tide-water this year, compared with the corresponding period last year, shows a deficiency of 1,346,240 bbls. flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement

of navigation to and including the 30th of Nov., in the years indicated:

| | 1863. | 1864. | 1865. |
|--------------------|------------|------------|------------|
| Canal opened— | May 1. | April 30. | May 1. |
| Flour, bbls. | 1,410,000 | 1,029,200 | 863,800 |
| Wheat, bush. | 21,078,200 | 14,808,700 | 9,404,500 |
| Corn, bush. | 20,563,400 | 9,281,900 | 17,313,100 |
| Barley, bush. | 2,778,700 | 2,853,000 | 4,000,900 |
| Oats, bush. | 11,289,400 | 11,272,000 | 9,787,300 |
| Rye, bush. | 400,900 | 592,200 | 1,081,400 |
| Malt, bush. | | | 491,500 |
| Beef, bbls. | 57,200 | 48,700 | 9,864 |
| Pork, bbls. | 229,800 | 56,800 | 15,109 |
| Bacon, lbs. | 3,624,900 | 579,600 | 1,273,100 |
| Butter, lbs. | 4,939,600 | 865,800 | 1,099,600 |
| Lard, lbs. | 20,082,800 | 2,225,400 | 1,996,000 |
| Cheese, lbs. | 9,006,600 | 3,305,100 | 15,109,200 |
| Wool. | 388,800 | 1,226,100 | 617,000 |

Hartford and New Haven Railroad.

The earnings and expenses of this road for the years ending August 31, 1864 and 1865, have been as follows:

| | 1864. | 1865. |
|--|----------------|----------------|
| Earnings. | | |
| From passengers.... | \$787,626 65 | \$944,627 39 |
| " freight..... | 457,110 09 | 456,742 62 |
| " rents, mail and expresses.... | 47,570 21 | 58,341 30 |
| | \$1,292,306 95 | \$1,459,711 31 |
| Expenses, viz: | | |
| Repairs of road and bridges..... | \$166,361 27 | \$242,377 12 |
| Material and labor on engines and cars, and new cars | 194,845 33 | 180,308 57 |
| Station repairs and im- provements, includ- ing new buildings .. | 41,001 83 | 56,883 60 |
| Transportation & gen- eral expenses | 204,284 95 | 264,913 37 |
| Wood, coal and oil.... | 103,901 39 | 163,880 60 |
| Lost & damaged goods, gratuities, etc. | 9,313 59 | 4,013 81 |
| | \$719,708 36 | \$912,377 07 |
| Balance of interest ... | 50,337 69 | 53,996 99 |
| Taxes—State & Nation'l | 64,935 12 | 133,806 55 |
| | \$834,981 17 | \$1,100,180 61 |
| Net receipts | \$457,325 78 | \$359,530 70 |

The gross earnings of 1865, compared with those of 1864, show an increase of \$167,404 36; with an increase in operation expenses of \$192,668 71; of interest, \$3,659 30; and of taxes, \$68,871 43—making a decrease in net receipts of \$97,795 08.

The number of miles run by passenger trains during the year was 298,178; by freight trains, 116,112; by other trains 37,948—total 452,238—making a decrease as compared with the previous year of 6,007 miles. Number of passengers carried, 924,501; tons of freight transported, 238,253—showing an increase in the former of 68,136, and in the latter a decrease of 42,354. The report says:

A new railroad of about two and a half miles in length, constructed by the New Britain and Middletown Railroad Company, connecting the village of New Britain with our road at Berlin Station, was opened for use in January last, and has since that time been operated by this company, for a certain percentage of the gross receipts on that road.

The expenses of operating the road have continued to increase, and only the very large earnings have enabled the company to continue its business without increasing the rate of charges for transportation of passengers and freight. The cost of coal for locomotives, and of new rails, have, during the greater portion of the year been largely in advance of any previous experience,

while at the same time the business has required a larger supply than heretofore of these, as well as of all other articles used in the operation and repairs of the road and its equipment.

We have been obliged to add largely during the year to the rolling stock of the road, as well as to the accommodations at various points on the line, to meet the requirements of the increased business. Thirty new freight cars and five new passenger cars have been put upon the road, which with our proportion of a supply of new passenger, baggage and post office cars, for the New York and Boston Line, have caused an expenditure of more than \$70,000, in addition to which about \$60,000 have been paid for new structures on the line of the road, both these items of expenditures being included in the accounts of current expenses for the year.

The taxes, State and National, it will be observed are equal to nearly four and one half per cent. on the present increased capital of the company.

The Iron Bridge for crossing Connecticut River at Warehouse Point, mentioned in our last Report as being under construction in England, was received in New York during the early part of the present season, in parts suitable for shipment, and since that time the process of erecting it has been going forward under the immediate care and direction of James Laurie, Esq., Civil Engineer, who had prepared the plans, and personally supervised the making and execution of the contract for this work in England. Six spans of the new bridge are in position and now carrying the trains. The remaining spans are nearly all in process of erection, and we trust that during the present autumn the whole will be completed. The high reputation of Mr. Laurie and the constant personal care and oversight which he has devoted to this work, with the evidences of strength and stability furnished by those portions of the bridge now in use, afford assurance that when completed it will give us what has long been felt to be indispensable as a protection against a sudden interruption of the business of the road, by a disaster of some kind to which the present wooden bridge is at all times liable.

The total cost of the bridge up to the present time is as stated in the report of the Secretary, in addition to a sum of \$35,000 which was paid in the preceding year and charged in the account of current expenses for that year.

In the suit against the New York and New Haven Railroad Company, commenced in September, 1857, in the Superior Court of the City of New York, a judgment was rendered in December last, in favor of this company, for damages and costs, amounting to \$40,242 97, and sustaining, substantially, the claims of this company as to the matters in controversy. The New York and New Haven Company have appealed this case to the General Term of the same Court, where it is now pending, and where, we have reason to hope, it will soon be argued and determined. As this suit only covered our claims for the year previous to its commencement, a new suit has been commenced, embracing the intermediate period, and covering, of course, a much larger amount. This we suppose will await, and be determined by, the ultimate result of the case now pending in the Superior Court.

The capital stock of the company previous to the pro rata distribution of stock to the stockholders in October last, consisted of 23,500 shares, amounting at par to \$2,350,000 That distribution absorbed 4,671 shares 467,100 (29 shares in fractional rights having been paid for by the company.)

28,171 shares.\$2,817,100

It being apparent that the large payments for the Iron Bridge, the steamboat and other permanent additions to property of the company, rendered necessary by its increased business, could not be met at once out of the current earnings without encroaching upon the means for the regular dividends, the President was authorized to sell 500 shares of the unissued stock at market rates;

337 shares had been sold under this authority when it was determined by the Board of Directors to make the capital stock \$3,000,000, and to offer the remainder then undisposed of, being 1,492 shares to the stockholders at \$150 per share, as the stockholders were informed by Circular issued 15th March, 1865. Of this amount 1,386 shares were taken on the terms indicated, and the balance, 106 shares have since been sold at market rates.

The aggregate avails of these several sales of stock amount to \$305,810—a balance of \$14,660 beyond the amount stated in the Secretary's report having been received since the closing of the accounts for the year, which amount will be accounted for in the report for the coming year.

A quarterly dividend of three dollars per share, free of Government tax, was declared payable October 2, 1865.

The income account of the company for the past year is as follows:

| | |
|-------------------------------------|-----------------------|
| Cash on hand September 1, 1864... | \$69,203 66 |
| Income of the road | 1,459,711 31 |
| Sale of stock | 291,150 00 |
| Sale of real estate | 659 11 |
| Debts due the company, decreased .. | 9,908 88 |
| | \$1,830,632 96 |
| Dividends paid | \$327,437 50 |
| Interest | 53,996 99 |
| Operating and repairing road | 947,991 04 |
| State and National taxes | 133,806 55 |
| Real estate | 13,567 36 |
| Steamboat Orient | 62,058 15 |
| New Connecticut River Bridge | 143,337 08 |
| Fractional shares | 6,300 00 |
| Cash on hand | 137,138 29 |
| | \$1,830,632 96 |

The following from the ledger presents a general statement of the affairs of the company, September 1, 1865:

| | |
|--|-----------------------|
| Capital stock | \$3,000,000 00 |
| Bonds | 927,000 00 |
| Contingent fund | 268,901 45 |
| Reserved | 150,000 00 |
| Profit and loss | 211,409 70 |
| Dividends unpaid | 8,092 00 |
| Debts due by the company | 88,930 08 |
| | \$4,654,333 23 |
| Construction | \$3,129,047 20 |
| Middletown Extension Railroad .. | 27,682 66 |
| Real estate, land, dwellings, etc... | 87,589 71 |
| Bonds purchased | 37,000 00 |
| Tomlinson bridge stock | 102,888 67 |
| Advances to Tomlinson bridge Co.. | 33,421 21 |
| Equipment, engines and cars | 254,000 00 |
| Wood, stock and tools | 195,882 71 |
| Debts due the company, including account due from N. Y. & N. H. R. R. Co. unadjusted, and funds in the hands of agents | 289,502 19 |
| New Connecticut River Bridge | 178,964 80 |
| Steamboat Orient | 181,215 79 |
| Cash on hand | 137,138 29 |
| | \$4,654,333 23 |

The office of the company is at Hartford, Conn. The Directors chosen September 20th, 1865, are as follows:

President.—C. F. POND.

Directors.—Charles F. Pond, Julius Catlin, H. C. Robinson, Cornelius Vanderbilt, John A. Robinson, Ezra C. Read, Chester W. Chapin, A. G. Hazard and Samuel H. Parsons.

Vice President.—W. P. BURRALL.

Treasurer.—C. M. POND.

Secretary.—S. P. CONNER.

Superintendent.—E. M. REED.

Gen. Wm. Mahone has been elected President of the South Side Railroad Company.

Finances of Virginia.

The following is an extract from the recent message of the Governor:

The amount of State bonds registered and bearing interest at six per cent. is ..\$21,888,398 38
Registered 5 per cent. bonds 108,000 00 |

6 per cent. coupon b'ds. \$11,108,000
5 per cent. coupon b'ds,
payable in London .. 1,865,000 **\$21,996,839 38** |

Aggregate amount \$34,966,398 38 || Interest outstanding and unpaid July 1, 1865 | 5,071,337 29 |
| Add guaranteed bonds, by which the State is liable, and will have to pay | 822,855 00 |
| Interest thereon to July 1, 1865 .. | 197,726 20 |

Making an aggregate up to July 1, 1865 \$41,061,316 89 |

ASSETS OF THE STATE.
Stocks in the railroads \$18,649,843 34 || Seven per cent. bonds loaned to railroads | 3,093,333 33 |
| Add four years' interest | 866,133 20 |

Of the above stocks there is expended in railroads, from which it is not probable that the State will derive any income (for many years, at least,) and which should be deducted from the estimate of available assets of the State, \$7,359,946 52.

It is hoped that in time the residue of these stocks and bonds may be made available to the Commonwealth.

The holders of Virginia State bonds are pressing for payment of the interest due. On the first day of January next, the interest due on these bonds will amount to above \$6,000,000. Various plans have been suggested for funding this interest, and the issue of bonds for the same, bearing different rates of interest; those who hold no bonds, for the most part, propose that the bonds issued to pay this interest shall not themselves bear interest, while others, including the bondholders, insist on different amounts of interest from one to six per cent. The English bondholders propose that the State shall fund the interest due them, issue bonds for the same, and commence the payment of interest on the whole debt on the first day of January, 1867.

Patent Office Report.

During the year ending September 30, 1865, there were received at the Patent Office 11,860 applications for patents, and 70 applications for an extension of patents. 6,292 patents (including reissues and designs) were issued, and 61 extensions granted. 1,538 caveats were filed. 741 applications allowed, but no patents issued thereon by reason of the non-payment of the final fee.

On the 1st day of October, 1864, there was a balance to the credit of the fund of \$56,117 39. The fees received for the succeeding 12 months amounted to \$316,987 27. The expenditures during the same period were \$262,445 47. Leaving a balance on the 1st day of October, 1865 of \$110,659 19.

The law provides that in interference cases, or where letters patent have been refused, an appeal lies from the decision of the primary examiner to the examiners-in-chief, and from their decision to the Commissioner of Patents. According to a judicial construction of existing laws, an appeal may be taken from the decision of the Commissioner to the Chief Justice, or one of the Associate Judges of the Supreme Court of this District. This procedure is unnecessarily circuitous and protracted, and should be abridged by an amendment of the law so as to allow an appeal from the decision of the primary examiner or the

examiners-in-Chief directly to the Supreme Court of the District of Columbia, if the party against whom it is rendered so elects.

The Commissioner of Patents is clothed with unrestrained discretionary power in all cases of application for the extension of patents. His decision, whether favorable or unfavorable, is final, and frequently involves private and public interests of enormous value. It is submitted for the consideration of Congress whether it is wise to lodge so large a power with a subordinate officer, without subjecting its exercise to the supervisory control of the head of the department.

Navy Department.—Expenses and Estimates.

The total expenses of this department from the 4th of March, 1861, to the 30th of June, 1865, embracing a period of four years and four months, and covering not only the ordinary expenses of the navy, but such as have arisen in the purchase, construction and equipment of vessels, and in the maintenance of the large naval force required during the war, were \$314,170,960, an average annual expenditure of \$72,500,990. It is gratifying to note that the expenses of this Department since the commencement of the war have been but nine and three-tenths per cent. of the expenditures of the Government during the same time.

The available resources for the fiscal year ending June 30, 1865, were \$140,091,125 || Expenditures during the same time .. | 116,781,675 |

Total \$23,309,450 || Appropriations not wanted and carried to surplus fund | 900,459 |
| Leaving a balance at the commencement of the present fiscal year of .. | 22,408,990 |
| The appropriations for the current year are | 119,882,928 |

Making the total available resources from appropriations for the fiscal year ending June 30, 1866 \$142,291,919 |

This is exclusive of what has been and may be derived from the sale of vessels and other property which the close of the war has enabled the department to dispose of.

The whole of this large amount will not be needed for disbursement during the year, and several of the bureaus will have balances sufficiently large to cover their expenditures for the succeeding fiscal year. The estimates for the year ending June 30, 1867, are as follows:

Pay of the navy \$9,336,638 || Bounties to discharged seamen | 800,000 |
| Equipment of vessels | 1,000,000 |
| Navy yards, pay of superintendents, &c. .. | 7,185,536 |
| Navigation, naval academy, observatory, &c. | 436,779 |
| Surgeons' necessaries and hospitals | 265,760 |
| Marine corps | 1,757,754 |
| Contingent and miscellaneous | 3,200,000 |

Total \$23,982,457 |

This amount includes the sum of \$5,500,000 for the erection of barracks for the accommodation of seamen now quartered on board receiving ships, for the erection of additional dwelling houses for officers in the several navy yards, the purchase of land and other improvements of a permanent character.

The Atlantic and Great Western Railway took possession of the Catawissa Railroad on the 1st instant. The former President is General Manager of the road.

Liability of Railroad Company for death of Person, caused by Negligence of Servants. — Measure of Damages in such cases.

Since the general introduction of the railway, and owing doubtless to the increased peril to life by railroad travelling, it has been sought to throw about the traveller some additional protection by providing a redress which shall be had against the company in case of his death from personal injuries received through the carelessness of the company or its servants.

At the common law, the death of a human being, though clearly involving pecuniary loss, is not the ground of an action for damages. Therefore where the wife of the plaintiff was killed by the overturning of a coach, it was held that he could recover damages for the loss of her society &c., only up to the time of her death. So no action lies at common law by a husband whose wife was killed instantaneously by the carelessness of another. But the common law in this regard has been abrogated by statutes which exist in England, and in most, if not all, of the American States.

The statute of this state was passed in 1847, and subsequently amended in 1849. It provides that when the death of a person is caused by wrongful act, neglect or default, such as would (if death had not ensued) have entitled the party injured to sue, then the person or corporation who would have been liable if death had not ensued, is liable for an action for damages notwithstanding the death, and although it was not caused under circumstances which amount to felony.

Such action is to be brought by the personal representatives, and the recovery is to be for the benefit of the widow and next of kin, to be distributed to them as personal assets. In such actions the jury may give damages they may seem fair and just compensation not exceeding \$5,000, with reference to the pecuniary injuries resulting from such death to the wife and next of kin.

It is also provided that every agent, engineer, conductor, or other person in the employ of the company or person through whose wrongful act, neglect or default, the death of a person shall have been caused shall be liable to indictment, and upon conviction thereof, may be sentenced to a state prison for a term not exceeding five years, or in a county jail not exceeding one year or to pay a fine not exceeding two hundred and fifty dollars, or both fine and imprisonment.

It is to be observed that this statute only gives a right of action to the personal representatives of the person injured and dying, when the person so injured, if living, might have maintained an action, and recovered damages for the same injury. For instance, before the act of the legislature of this State, giving a married woman the right to sue for personal injuries in her own name, the husband could not maintain an action for damages sustained by reason of the killing of his wife. (*Lynch vs. Davis* 12 How. Pr., 323.) It is now, however, well settled that an action may be maintained by a husband as administrator of his deceased wife, whose death was caused by the negligence of the defendant, on a complaint alleging that the deceased left a mother who was the next of kin surviving her. (*Green vs. Hudson River R. R. Co.*, 31 Barb., 260.) In the case of *Stafford vs. Drew*, 3 Duer 627 the plaintiff was the administrator of his son, who it was alleged, had lost

his life by the wrongful acts of the agent of the defendant, and he had described himself simply as the father of the deceased. On demurrer the court held the complaint defective because it did not aver that the deceased left a widow or next of kin, who alone would be entitled to recover damages resulting from the death of the person. The court were of opinion that the act may be interpreted so as to allow an action where there is a widow only or next of kin only, as well as where both are in existence.

In the case of *Quin vs. Moore*, in the Court of Appeals, (15 N. Y. R.p. 432) the party who lost his life was a child of twelve years of age, and the action was brought by the administrator for the benefit of the mother who, it was admitted, was the sole heir and next of kin to the child. A recovery was had, and the judgment was sustained on appeal. In rendering the opinion of the court, Judge Comstock says, that the only condition on which the right of the administrator to sue under the statute depends, is the common law right of the injured person to maintain an action if he were living; and that it is not required that the person killed should be a husband, father or protector, although the legislature in passing the act, were doubtless mainly influenced by the evident justice of compelling the wrong doer to compensate families dependent, in a greater or less degree, for support, on the life of the deceased.

Therefore, although, a child, twelve years of age, might not maintain an action for personal injuries to himself (such an action should be brought by the father) yet, as was held in the case of *Green vs. Hudson River R. R. Co.*, his administrator may bring the action for the benefit of his father, in case of the child's death from the injuries. As the court remarks in this case, "this point is rather too fine."

The statute, in allowing an action to be sustained in cases where an action would lie by the party injured, if living, does not refer to the party in any technical or narrow sense. It manifestly looks to the cause of action, rather than to the particular parties, whose names it might be necessary to use on the record.

Of course where there are no next of kin or widow of the person dying, such as father, mother, child, brother or sister, &c., no recovery can be had. The recovery is for the benefit of the next of kin, or widow only. The money which may be recovered is not for the benefit of the estate generally, nor does it become assets, to be administered according to the general law of distributions. The ground upon which the damages are to be estimated, is not the detriment which the estate of the deceased has suffered from the wrongful act of the defendant in causing his death, but the pecuniary loss which certain parties connected with him have sustained on that account.

AMOUNT OF DAMAGES RECOVERABLE.

The interest which the next of kin have in the life of a person negligently killed, is pecuniary. The purpose of the statute is to give the widow and next of kin a pecuniary compensation for the loss they may suffer by the destruction of the life of a husband, parent or other person upon whom they may be dependent, or the preservation of whose life is of any pecuniary value to them. The language of the act is express, that the jury are to "give such damages as they shall deem fair

and just, with reference to the pecuniary injury resulting from such death, to the wife or next of kin of the deceased," subject to the limitation as to the amount (\$5,000,) mentioned in the statute. The money, when recovered is to be distributed to the widow and next of kin, according to the statute for the distribution of personal property.

In the case of *Lehman vs. The City of Brooklyn*, 29 Barb., 234, a father sued to recover damages for the death of his son, aged 4 years, caused by falling into a well under a sidewalk. The jury gave the plaintiff a verdict for \$1,500, from which judgment the defendants appealed. The judgment was reversed on the ground that the damages were excessive. The Court say: "The child was four years and one month old when he died. For the next ten years, had he lived, it may safely be said, that he would have been a burden, in place of a benefit, pecuniarily, to his parents. And for the next seven years after that, if educated to a profession or mercantile calling, or put to a trade, he would have done well, if he supported himself. During all this time he would have been exposed to disease and death and the other ills that beset human life in all its stages. The life of this little boy, however priceless it may have been in other respects, had no pecuniary value, which the jury could justly estimate at \$1,500."

It may be stated therefore, in general terms, that the suffering of the deceased or the anguish of a parent, husband, widow, or next of kin, cannot be taken into account. So, no damages can be recovered by a husband for the loss of the society of his wife, or for his own mental suffering for her death. (*Green vs. Hudson River Railroad Company*, 32 Barb., 25.) In an English case, (*Gillard vs. Lancashire and Y. R. R. Co.*, 12 Law Times, 356,) which was an action for the benefit of a widow, for the damages resulting from the death of her husband, the Court ruled that it is utterly impossible for a jury to estimate any sum as compensation for the injured feelings of the survivor; that all that is left which was applicable was the pecuniary loss sustained by his family. He said, "The framers of the act never could have meant to give compensation to the parent for the mere deprivation of his son, or to the widow for that of her husband." The plaintiff's counsel observed, "In that view a widower would not be entitled to sue for compensation for the loss of the society and comfort of his wife." And the Lord Chief Baron said, "clearly not unless her death is the cause of a pecuniary loss to her husband." The damages are to be calculated on a reasonable expectation of pecuniary benefit as of right or otherwise, from the continuance of the life. At the best, the measure of damages must be somewhat indefinite, and much must be left to the good judgment of the jury, but they must confine their inquiries to the pecuniary loss. (*Franklin vs. The South Eastern Railway Company*, 3 Hurlston & Meriam's Rep., 211; *Pennsylvania Railroad Company vs. McCluskey*, (23 Penn. Rep., 525.) *Safford vs. Drew*, (3 Duer., 627,) supports this view of the act, and is an authority for excluding from the consideration of the jury the loss of the society of the deceased. The Superior Court affirm the decision of the Queen's bench in *Blake's case*, and apply its principles to the interpretation of our own statute,

Oldfield vs. The New York and Harlem Railroad Company, (14 N. Y. Rep., 310,) decides 1st. That there need be no proof of any pecuniary or special injury sustained by the next of kin, but in the absence of such proof a recovery for nominal damages, at least, may be had; 2d. That it is not necessary that the next of kin should have a legal right to pecuniary benefit from the continuance of the life of the deceased; and 3d. That the damages may be assessed in reference to the prospective as well as the present loss. The two last propositions were involved and decided in *Franklin's case*, (*Supra*;) the Court holding that a reasonable expectation of a pecuniary benefit to the party was sufficient. But Judge Wright does say that the jury "were not to compensate for the pain and suffering endured by the deceased, or the anguish and mental distress of a wife or children incident to the loss of a husband or father, but were to measure the compensation by the pecuniary injury exclusively," and to this extent affirms the doctrine of the Court of Queen's bench. *Quinn vs. Moore*, (15 N. Y. Rep., 432,) is put upon the ground that the mother, by the death of her son, was deprived of his services to which she was entitled until he became of age. No pecuniary damage can be predicated upon the loss of the society of the wife. It is a case for which money cannot compensate, and cannot be estimated in money. A pecuniary loss is a loss of money, or of something by which money, or of something of money value, may be acquired. See *Beach vs. Rawney*, (2 Hill, 309,) and the cases cited by *Bronson, J.*, and *Ransom vs. The New York and Erie Railroad Company*, 15 N. Y. Rep., 415.

In estimating the damages in an action under the statute for the death of a father, the jury may take into consideration the value of the support by the deceased of his wife and children, during his probable life, less their earnings. The jury should not, however, in assessing the damages, allow any deduction because of the fact that his wife had received the amount of an insurance effected upon his life for her benefit. The only limit to the damages which it is in the power of the jury to award, is the sum fixed by the statute, \$5,000. (*Athof vs. Wolf*, 2 Hilt., 344.)

In the case of *Tilly vs. Hudson River Railroad Company*, (24 N. Y., 471,) it was held that in an action by the administrator of a married woman to recover damages for her death, caused by the defendant's negligence, the loss sustained by her infant children in being deprived of maternal nurture and education was a proper ground of substantial damages. The injury in such a case is not pecuniary in a very strict sense of the word, but it belongs to that class of wrongs, as distinguished from injuries to the feelings and sentiments; and in the opinion of the Court in the last case, falls within the term as used in our statute.

The mere fact, however, that a wife was employed in a lucrative business, rendering it probable that, had she lived, her children upon the death of her husband, would have received an estate augmented by her earnings, cannot be taken into account in estimating the damages. (24 N. Y., 471.)

Such damages are too remote, as it would be impossible to know whether the husband would

have accumulated the earnings, or who would be entitled to succeed to his estate. The case might be different, however, where the person deceased was a widow, having children dependent upon her.

General Land Office Report.

It appears from the report of the Commissioners of the General Land Office that during the fiscal year ending June 30, 1865, public lands were disposed of as follows:

| | |
|--|--------------|
| Acres sold for cash..... | 557,212.53 |
| Acres located with military warrants. | 348,660.00 |
| Acres located with agricultural scrip. | 460,130.27 |
| Acres selected under agricultural college grant..... | 808,358.11 |
| Acres approved to the States as swamp lands | 571,429.24 |
| Acres approved to the States for R. R. | 607,415.39 |
| Acres taken under the homestead law. | 1,160,532.92 |
| | 4,513,738.46 |

During the quarter ending Sept. 30, 1865, the aggregate quantity taken for the same purposes was..... 880,591.13

Making, during five quarters, the total number..... 5,394,329.59

The cash receipts from sales, homestead and location fees, for the same five quarters, ending Sept. 30, 1865, were \$1,038,400 78.

The cash sales for the year ending June 30, 1865, amounted to \$748,427 25, an excess of \$70,420 04 over the sum received from the same source the previous year.

During the first fiscal year ending June 30, 1865, 4,161,778 acres of public lands were surveyed. The aggregate quantity of surveyed public lands undisposed of Sept. 30, 1865, was 132,285,035 acres.

Owing to the failure of the appropriation for that purpose at the last session of Congress, no contracts have been made for surveys during the current fiscal year, except where there were unexpended balances from previous years, or where the expense of survey was defrayed by private parties.

Ride in a Pneumatic Railroad Tube.

A London paper contains an account of the recent opening of a pneumatic line of railway from the General Post Office to the London and North-western Railroad, and the passage through the tube of several gentlemen who were anxious for a new sensation. Due preparation was made, and against many remonstrances the party determined to go. The account of the expedition says:

"The first sensation at starting, and still more so upon arriving, was certainly not agreeable. For about a quarter of a minute in each case there was a pressure upon the ears suggestive of diving bell experience, a suction like that with which one is drawn under a wave, and a cold draft of wind upon the eyes, having almost the effect of falling water; but once fairly within the tube these sensations were got rid of, or left behind, and the motion had little positive discomfort about it. It was a curious sensation to be flying along through the earth, feet foremost, in utter darkness, for the best part of ten minutes, which, in such a place, seemed half an hour.

Various experiments have been tried with the tube and its powers of suction, one of the officials at last determined to see what would happen in case the train stuck fast at any point on its journey. A carriage was accordingly 'scotched,' or fastened in such a way that it could not move, and then the power of the engine was exerted to the utmost. The carriage in question was intended for passengers, and furnished accordingly. By and bye one

of the cushions, the others, and finally all the moveables which the carriage contained, were hurled through the tube and delivered at the other end, the force exerted being such that even the nails keeping down the carpet were extracted. The air within the tube was by no means foul or disagreeable. Finally the party reached the end of the journey in safety."

Interest and Dividends.

The Philadelphia and Reading Railroad Company has declared a semi-annual dividend of ten per cent. on the preferred and common stock, payable in cash or in the stock of the company at par, at the option of the holder, clear of all taxes, on the 30th inst.

The Vermont and Canada Railroad a semi-annual dividend of 4 per cent. payable Dec. 1.

The Cleveland and Pittsburg Railroad Company has declared a dividend of four per cent. payable, free of tax, on the 10th of January.

The coupons of the McGregor Western Railway Company's bonds, due 1st August, 1865, will be paid at 48 Exchange Place.

The interest on the public debt of the State of Illinois maturing in January will be paid at the Ocean National Bank, in this city.

New Lines of Railroad.

Three new lines of railroad, extending through the counties of Montgomery, Chester, and Berks are likely to be built next year—the Perkiomen railroad, connecting with the Reading railroad near Pawling's Bridge, and with the Auburn railroad in Lehigh county; the Colebrookdale railroad, connecting with the Reading railroad at Pottstown, and running by way of Boyertown to the Rock Mines, Berks county, and connecting with the Catasqua and Fogelsville railroad, and the Berks and Chester railroad, which is to connect with the Reading railroad at Birdsboro', Berks county, and running by way of Downingtown, Chester county, to New Castle, Delaware. The routes of all these proposed lines have been surveyed, and one or two, if not all three will be put under contract next spring. They will pass through districts that will furnish a heavy local trade, and will be important feeders to the Philadelphia and Reading road.—*Montgomery County Ledger*.

The South Carolina Railroad is making steady progress toward completion. It is thought that the Augusta branch will be completed to Midway, 12 miles beyond Branchville, about the first of the coming month; and if no unusual obstacle present itself, the entire line will be open to Augusta on the 1st of February next, or perhaps sooner. The Savannah Railroad Company have contracted for the rebuilding of their bridges across the Edisto and Ashepoo and Congaree rivers, and this work will be pushed forward rapidly to completion.

The Columbia, Penn., *Spy* says: "The survey for a new railroad from New Oxford to Wrightsville has just been completed by Mr. Joseph S. Gitt, Civil Engineer. It starts from a point on the Gettysburg Railroad and New Oxford Adams county, and runs along north to the Pigeon Hills, to Abbotstown, York and Gettysburg turnpike, crossing the Codorous near Chicken Bridge—the Northern Central Railroad near the Almshouse near York, and runs north of the pike to Wrightsville. The route is said to be a good one and of light grade."

S. M. FELTON, Esq., has been elected President of the Delaware Railroad Company, in place of Hon. B. M. Harrington, deceased.

Finances of the United States.

REPORT OF THE SECRETARY OF THE TREASURY.

The report of the Secretary of the Treasury on the 4th December, is a very extended document, covering the whole ground of the financial situation of the country. In this particular it is very ample, while on the other hand it pays no attention whatever to our foreign commerce or the condition of our external trade. The introductory parts relate to the following topics. The means adopted to raise money independent of foreign loans, the right of Congress to borrow and coin money, its limit to issue legal tenders, the duty of retiring them, their effect on prices, and on trade and commerce, the cause of the expansion in 1835-'36, the financial crisis of 1857, and that also of 1861 in consequence of expenditure and a new measure of value, and the bad consequences of a plethora of paper money are all distinctly and justly pointed out.

The paper circulation of the United States, on the 31st of October last, was substantially as follows:

| | |
|--|------------------|
| 1. United States notes and fractional currency | \$454,218,038 20 |
| 2. Notes of the National Banks .. | 185,000,000 00 |
| 3. Notes of State Banks, including outstanding issues of State Banks converted into National Banks | 65,000,000 00 |
| | \$704,218,038 20 |

The amount of notes furnished to the National Banks up to and including the 31st of October was a little over \$205,000,000; but it is estimated that \$20,000,000 of these had not then been put into circulation.

In addition to the United States notes, there were also outstanding \$32,586,900 five per cent. Treasury notes, and \$173,012,140 compound interest notes, of which it would, doubtless, be safe to estimate that \$30,000,000 were in circulation as currency.

From this statement, it appears that, without including seven and three-tenth notes, many of the small denominations of which were in circulation as money, and all of which tend in some measure to swell the inflation, the paper money of the country amounted, on the 31st of October, to the sum of \$734,218,038 20, which has been daily increased by the notes since furnished to the National Banks, and is likely to be still further increased by those to which they are entitled, until the amount authorized by law (\$300,000,000) shall have been reached, subject to such reduction as may be made by the withdrawal of the notes of the State Banks.

The following is a statement of the bank note circulation of the country at various periods of highest and lowest issues prior to the war:

| | |
|---------------------|--------------|
| January, 1830 | \$61,324,000 |
| " 1835 | 103,692,495 |
| " 1836 | 140,301,038 |
| " 1837 | 149,185,890 |
| " 1843 | 58,564,000 |
| " 1856 | 195,747,950 |
| " 1857 | 214,778,822 |
| " 1858 | 155,208,344 |
| " 1860 | 207,102,000 |

It will be noticed by this statement that the bank note circulation of the United States increased from \$61,324,000 to \$149,185,890 between the 1st of January, 1830, and the first of January, 1837, in which latter year the great financial collapse took place; fell from \$149,185,890 in 1837, to \$58,564,000 in 1843, and rose to \$214,778,822 on the 1st of January, 1857, in which year the next severe crisis occurred; falling during that year to \$155,208,344, and rising to \$207,102,000 on the 1st of January, 1860.

The following is a statement of bank deposits and loans in the same years:

| Years. | Deposits. | Loans. |
|-----------------------|--------------|---------------|
| January 1, 1830 | \$55,560,000 | \$300,451,000 |
| " 1835 | 83,081,000 | 365,163,000 |
| " 1836 | 115,104,000 | 457,506,000 |
| " 1837 | 127,397,000 | 525,115,000 |
| " 1843 | 56,168,000 | 254,544,000 |
| " 1856 | 212,706,000 | 634,183,000 |
| " 1857 | 230,351,000 | 684,456,000 |
| " 1858 | 185,932,000 | 583,165,000 |
| " 1860 | 253,802,000 | 691,945,000 |

On the 30th of September, the date of their last quarterly reports, the deposits and loans of the National Banks (the Secretary has no reliable returns of these items from the few remaining State Banks) were as follows:

Deposits, individual and Government. \$544,150,194
Loans \$485,314,029

To which should be added—

Investments in U. S. b'ds
& other U.S. securities 427,781,600
\$913,045,729

These figures are a history in themselves, exhibiting not only the past and present condition of the country in matters of exceeding interest, but indicating unerringly the dangerous direction in which the financial current is sweeping.

On the 1st of January, in the memorable year 1837, the bank note circulation of the United States was \$149,185,890, the deposits were \$127,397,000, the loans \$525,115,000. In January, 1857, the year of the next great crisis, the circulation was \$214,778,822, the deposits were \$230,351,000, the loans \$684,456,000. There are no statistics to exhibit the amount of specie actually in circulation in those periods, but it would be a liberal estimate to put it at \$30,000,000 for 1837, and \$50,000,000 for 1857.

The years of 1837-'57 were years of great prostration and embarrassment. The relations of the National Banks to the General Government on the 30th of September last, were as follows:

On the 30th of September last, the deposits of the National Banks alone amounted to \$544,150,194; their loans—estimating their national securities as a loan to the Government—to \$913,045,729; both of which items must have been increased during the month of October; while on the 31st of that month the circulation, bank and national, had reached the startling amount of upwards of \$700,000,000. Nothing beyond this statement is required to exhibit the present inflation or to explain the causes of the current and advancing prices. If disaster followed the expansions of 1837 and 1857, what must be the consequences of the present expansion unless speedily checked and reduced!

The report then proceeds to discuss the popular objections to a reduction of the currency, clearly refuting them at length, and showing that as regards production, credit, revenues and the banks, it will not be injurious.

The Secretary does not see any way of accomplishing the payment of the national debt, but by an increase of income beyond expenditure. He in the meantime recommends as follows:

1st. That Congress declare that the compound interest notes shall cease to be a legal tender from the day of their maturity.

2d. That the Secretary be authorized, in his discretion, to sell bonds of the United States, bearing interest at a rate not exceeding six per cent., and redeemable and payable at such periods as may be conducive to the interests of the Government, for the purpose of retiring not only compound interest notes, but the United States notes.

He thinks it will not be advisable to contract rapidly, and that it will not be necessary to retire for practical ends more than 100 or 200 millions of United States notes in addition to the compound interest notes. He believes that this debt is in part at least an accumulation of the wealth

and capital of the country, and need not become oppressive if judicious taxation is maintained. The first and immediate step is to fund the obligations soon to mature, and the next, to remove oppressive exactions, and to pay the interest of the debt not only, but a certain definite annual amount of the principal.

On the 31st day of October, 1865, since which time no material change has taken place, the public debt, without deducting funds in the Treasury, amounted to \$2,808,549,437 55, consisting of the following items:

| | |
|---|--------------------|
| Bonds, 10-40's, 5 per cent. due in 1864 | \$172,770,100 00 |
| " Pacific R. R., 6 per cent. due in 1865 | 1,258,000 00 |
| " 5-20's, 6 per ct. due in '82, '84 and '85 | 659,259,000 00 |
| " 6 per cent. due in 1881 | 208,347,400 00 |
| " 5 " " 1880 | 18,415,000 00 |
| " 5 " " 1874 | 20,000,000 00 |
| " 5 " " 1871 | 7,022,000 00 |
| " 5 " " 1868 | 8,908,341 80 |
| " 5 " " 1867 | 9,416,250 00 |
| Compound inst. notes, due in 1867 and 1868 | 173,012,141 00 |
| 7-30 Treasury notes, due in 1867 and 1868 | 850,000,000 00 |
| Bonds, Texas indemnity, past due | 760,000 00 |
| Bonds, Treas. notes, &c., past due | 613,920 00 |
| Temporary loan, ten days' notice | 99,107,745 44 |
| Certificates of indebtedness, due in 1866 | 55,905,000 00 |
| Treas. notes, 5 per cent. Dec. 1, 1866 | 32,536,901 00 |
| United States notes | 428,160,569 00 |
| Fractional currency | 25,057,469 20 |
| | \$2,808,549,437 55 |

The following is a statement of receipts and expenditures for the fiscal year ending June 30, 1865:

| | |
|---|--------------------|
| Balance in Treas. agreeably to warrants, July 1, 1864 | \$96,739,905 73 |
| Rec'ts from loans applicable to expenditures | 865,863,499 17 |
| Receipts from loans applied to payment of public debt | 607,361,241 68 |
| Receipts from customs | 84,928,200 60 |
| Receipts from lands | 996,553 31 |
| Receipts from direct tax | 1,200,573 03 |
| Receipts from internal revenue | 209,464,215 25 |
| Receipts from miscellaneous sources | 32,978,284 47 |
| | \$1,893,532,533 24 |

| EXPENDITURES. | |
|-----------------------------------|------------------|
| Redemption of public debt | \$307,391,241 68 |
| For the civil service | 44,765,553 12 |
| For pensions and Indians | 14,258,575 88 |
| For the War Department | 1,031,323,300 79 |
| For the Navy | 122,561,776 12 |
| For interest on public debt | 77,397,712 00 |
| | 1,507,674,224 00 |

Leaving a balance in the Treasury on the 1st day of July, 1865, of

The following statement exhibits the items of the increase and decrease of the public debt for the fiscal year, 1865:

| | |
|---|--------------------|
| Amount of public debt June 30, 1865 | \$2,682,593,026 53 |
| Amount of public debt June 30, 1864 | 1,740,990,489 49 |

Total increase

Which increase was caused as follows, by—

| | |
|--|-----------------|
| Bonds, 6 per cent. acts July 17, 1861 | \$29,799,500 00 |
| " 6 " " Feb. 25, 1862 | 4,000,000 00 |
| " 6 " " March 3, 1863 | 52,327,726 66 |
| " 6 " " June 30, 1864 | 91,789,000 00 |
| " 6 " " March 3, 1864 | 99,432,550 00 |
| " 7 " " July 1, 1862, and July 2, 1864, issued to Central Pacific Railroad Company, Int. payable in lawful money | 1,258,000 00 |
| Treasury notes, 7-30, acts June 30, 1864, and March 3, 1865, interest payable in lawful money | 671,610,400 00 |
| Compound interest notes, 6 per cent. act June 30, 1864 | 178,766,030 00 |
| Temporary loan, 6 per ct. act July 11, 1862 | 17,386,869 96 |
| United States notes, acts Feb. 25, 1862, July 11, 1862, and January 17, 1863 | 1,509,295 16 |
| Fractional currency, act March 3, 1863 | 7,363,693 85 |

Gross increase

From which deduct for payments—

| | |
|---|----------------|
| Bonds, 6 per ct. act July 21, 1842 | \$1,400 00 |
| Treasury notes, 6 per cent. acts Dec. 23, 1857, and March 2, 1861 | 18,800 00 |
| Bonds, 5 per cent. act Sept. 9, 1850, (Texas Indemnity) | 1,307,000 00 |
| Treasury notes, 7-30, act July 17, 1861 | 30,212,300 00 |
| Certificates of indebtedness, 6 per cent. act March 1, 1862 | 44,957,000 00 |
| Treasury notes, 5 per cent. one and two year act, March 3 '63 | 113,740 00 |
| United States notes, act July 17, 1861, and Feb. 12, 1862 | 308,396 25 |
| Postal currency, act July 17, '62 | 5,252,147 34 |
| | 193,322,793 59 |

Net increase

\$941,902,837 04

In the report of the Secretary for the year '64, there was excluded from the public debt the sum of \$77,897,347 02, which amount had been paid out of the Treasury, but had not been reimbursed to the Treasurer by warrants, and was not reimbursed until after the commencement of the next fiscal year. This explains the difference between \$18,842,558 71, assumed in that report as the balance in the Treasury July 1, 1864, and \$9,673,900 73, the balance according to the warrant account, as above stated.

The following is a statement of the receipts and expenditures for the quarter ending September 30, 1865:

| | |
|--|------------------|
| Balance in Treasury, agreeable to warrants, | |
| July 1, 1865..... | \$558,309 15 |
| Rec'ts from loans applicable to expend'ts..... | 138,773,097 22 |
| " " " applied to payment of | |
| public debt..... | 138,409,163 35 |
| Receipts from customs..... | 47,009,583 03 |
| Receipts from lands..... | 132,860 63 |
| Receipts from direct tax..... | 31,111 00 |
| Receipts from internal revenue..... | 96,616,585 65 |
| Receipts from miscellaneous sources..... | 18,393,729 94 |
| | \$140,226,770 27 |
| EXPENDITURES. | |
| For the redemption of public | |
| debt..... | \$138,409,163 35 |
| For the civil service..... | 10,571,460 99 |
| For pensions and Indians..... | 6,024,241 96 |
| For the War Department..... | 165,369,237 32 |
| For the Navy Department..... | 16,520,669 81 |
| For the int. on the public debt..... | 36,173,481 50 |
| | \$373,068,264 83 |

Leaving a balance in the Treasury on the 1st day of October, 1865, of..... \$67,158,515 44

The Secretary estimates that the receipts for the remaining three quarters of the year ending June 30, 1866, will be as follows:

| | |
|--|------------------|
| Balance in Treasury Oct. 1, 1865..... | \$67,158,515 44 |
| Receipts from customs..... | 100,000,000 00 |
| Receipts from lands..... | 500,000 00 |
| Receipts from internal revenue..... | 175,000,000 00 |
| Receipts from miscellaneous sources..... | 80,000,000 00 |
| | \$372,658,515 44 |

The expenditures according to the estimates, will be:

| | |
|-------------------------------|------------------|
| For the civil service..... | \$32,994,052 38 |
| For pensions and Indians..... | 12,256,790 94 |
| For the War Department..... | 207,788,550 57 |
| For the Navy Department..... | 25,000,000 00 |
| For int. on public debt..... | 96,813,668 75 |
| | \$484,853,462 64 |

Deficiency.....\$112,194,947 20

The receipts for the year ending June 30th, 1867, are estimated as follows:

| | |
|----------------------------|------------------|
| From customs..... | \$100,000,000 00 |
| From internal revenue..... | 275,000,000 00 |
| From lands..... | 1,000,000 00 |
| Miscellaneous sources..... | 20,000,000 00 |
| | \$396,000,000 00 |

The expenditures according to the estimates, will be:

| | |
|-------------------------------|------------------|
| For the civil service..... | \$42,165,599 47 |
| For pensions and Indians..... | 17,603,440 23 |
| For War Department..... | 39,017,416 18 |
| For Navy Department..... | 43,932,457 50 |
| For int. on public debt..... | 141,542,068 50 |
| | \$284,317,181 88 |

Leaving a surplus of estimated receipts over estimated expenditures of.....\$111,682,515 12

The debt of the United States was increased during the fiscal year ending June 30, 1865, \$941,902,537 04, and during the first quarter of the present fiscal year \$138,773,097 22. The Secretary has, however, the satisfaction of being able to state that during the months of September and October the public debt was diminished to the amount of about thirteen millions of dollars.

If the expenditures for the remaining three quarters of the present fiscal year shall equal the estimates, there will be a deficiency, to be provided for by loans, of \$112,194,947 20, to which must be added \$32,536,901 for the five per cent. Treasury notes (part of the public debt,) which become due the present month, and are now being paid out of moneys in the Treasury, and all other payments which may be made on the public debt.

The estimates for the next fiscal year are highly satisfactory, leaving a clear balance of \$111,682,515 12.

By the statement of the public debt on the 31st

of October, it appears that, besides the compound interest of the United States, and the fractional notes.

The past-due debt amounted to... \$1,373,920 09
The debt due in 1865 and 1866 to 187,549,646 46
The debt due in 1867 and 1868 to 848,323,591 80

During the month of October about \$50,000,000 of the compound interest notes were funded in 5-20 six per cent. bonds under the provisions of the act of March 3, 1865.

The Secretary would be gratified if the Treasury could be put at once in a condition to obviate the necessity of issuing any more certificates of indebtedness, or raising money by any kind of temporary loans; but he may, for a short period, be obliged to avail himself of any means now authorized by law for meeting current expenses and other proper demands upon the Treasury.

Of the debt falling due in 1867 and 1868, \$830,000,000 consist of 7 3-10 notes. It may be regarded as premature to fund any considerable amount of these notes within the next year; but in view of the fact that they are convertible into bonds only at the pleasure of the holders, it will be evidently prudent for Congress to authorize the Secretary whenever it can be advantageously done, to fund them in advance of their maturity.

He recommends the granting of authority to sell United States 6 per cent. bonds, to retire Treasury and United States notes, and to meet if necessary any deficiencies in the present fiscal year. When the debt is so liquidated that nothing will be called for but interest, it will be easily manageable. The following is an estimate of the time required to pay the national debt if funded

at 5 or 5½ per cent. by the payment of \$200,000,000 annually on interest and principal, estimated on the 1st July 1866 at \$3,000,000,000:

The annual interest upon three thousand millions, if funded at 5½ per cent. per annum, would be one hundred and sixty-five millions, but if funded at 5 per cent., it would be one hundred and fifty millions.

Now, if two hundred millions per annum should be applied in half-yearly instalments of one hundred millions each, in payment of the accruing interest and in reduction of the principal funded at the higher rate of 5½ per cent., the debt would be entirely paid in thirty-two and one-eighth years. At 5 per cent. per annum, it would be extinguished by the like application of one hundred millions every six months, in a little over twenty-eight years.

At the higher rate, the sum applied in the first year in the reduction of the principal of the debt would be thirty-five millions of dollars; in the last or thirty-second year, when the interest would be diminished to a little over nine millions, about one hundred and ninety-one millions of the uniform annual payment would go to the reduction of the principal.

On the assumption that the debt may be funded at 5 per cent., fifty millions would be applicable to the reduction of the principal in the first year, and in the twenty-eighth or last year of the period—the interest falling to less than eight millions—one hundred and ninety-two millions of the annual payment would go to the principal.

The annual interest accruing upon seventeen hundred and twenty-five millions of the debt on the 31st of October last averages 6.62 per cent. A part of this sum is now due, another portion will be payable next year, and the balance will be due or payable, at the option of the Government, in 1867 and 1868. If these seventeen hundred and twenty-five millions shall be funded or converted into 5 per cents by the year 1869, the average interest of the whole debt will be 5.195 per cent. In the year 1871, if the debt then maturing should be funded at the same rate, the average interest would be reduced to 5.15, and 1881 to 5 per cent., excepting the bonds for fifty millions to be advanced in aid of the Pacific Railroad at 6 per cent., which will have thirty years to run from their respective dates. The interest of these bonds, add-

ed to the supposed five per cents, would, in 1881, make the average rate of the entire debt five and three one-hundredths of one per cent. until the whole should be discharged.

In these calculations of the average rate of interest upon the funded debt, the outstanding United States notes and fractional currency are not embraced. Whatever amount of these four hundred and fifty-four millions may eventually be funded at 5 per cent. per annum, will proportionately reduce the average rates of interest upon the whole debt.

The report estimates the wealth of the loyal states in 1870 at \$2,400,100,111, and if the whole United States at that time at \$27,578,000,000, and in 1890 at \$31,025,000,000 thus showing the percentage will then be less than ½ per cent.

The Secretary then recommends that the principal of the bonds of February 25th 1862, and June 30 1864, should be paid in Europe in coin as an advantage to their market credit, that Government securities should remain free from municipal and state taxation, that the system should be revised and the whole subject considered, it now being under revision by a special commission, and that the collection of the revenue in the Southern States be postponed.

The reciprocity treaty is considered as not being of equivalent advantage on our part, and is a better subject for legislation than negotiation. He recommends amendments to the revenue laws, and in the management of the mineral lands, a change in the character in the revenue cutter service, and refers to the marine hospitals, recommends the redemption of Bank notes at one of the three largest cities, with the reasons therefor, explains as to the option reserved, as to paying interest in coin or currency on the 7-30s, asserts, the impracticability of working the sinking fund, explains the disposal of surplus coin in the Sub-Treasury from time to time, the receipt of gold on deposit there, and alludes to other various topics of no particular interest.

Florida Railroads.

The railroads in Florida did not suffer much damage during the war, in comparison to other Southern roads. The Pensacola and Georgia road is in fair running order from Quincy to Lake City. The cars are running tri-weekly. On the Central road the cars make their weekly trips between Lake City and Jacksonville. The Florida Railroad from Fernandina to Cedar Keys, it is expected, will be in operation by the 1st of January. The Pensacola and Georgia Railroad runs no further west than Quincy, although it is hoped it will be completed before long to the Chatahoochee.

The Boston, Hartford and Erie Railroad Co., will petition the next Massachusetts Legislature for power to enter the city of Boston over the Grand Junction and Eastern or Boston and Maine Railroads. The Boston and Worcester Railroad will petition the Legislature for power to use the Grand Junction Railroad, or to construct a road of their own to some convenient point of deep water at East Boston.

The New Lisbon, Ohio, Patriot says the engineers who have been surveying the Old Peacock road reached New Lisbon Tuesday noon. They are in the employ of the South Western Railroad Company. They report favorably of the route and express the opinion that the road will be built.

FEDERAL AND STATE SECURITIES.

| DESCRIPTION OF SECURITIES. | Amounts outstanding, Nov. 30, 1885 | Interest. | | | | Market Price. | DESCRIPTION OF SECURITIES. | Amounts outstanding. | Interest. | | | | Market Price. |
|--|------------------------------------|-----------|--------------------|-----------|---------|---------------|--|----------------------|-----------|-----------------|---------|---------|---------------|
| | | Rate. | Periods. | WHEN DUE. | Rate. | | | | Periods. | WHEN DUE. | | | |
| UNITED STATES LOANS. | | | | | | | | | | | | | |
| Loan of Jan. 23, 1847.....registered | \$9,415,250 | 6 | Jan. & July. | 1887 | 122 | | Massachusetts-Union Fund Loan.....coupon | 3,000,000 | 6 | Jan. & July. | '71-'76 | 106 1/2 | |
| Loan of March 31, 1848.....registered | 8,908,342 | 6 | " | 1868 | 118 | | " " " " " " " " " " " " | 600,000 | 5 | " | '77-'78 | 98 | |
| " " " " " " " " " " " " | " | 6 | " | 1868 | 121 | | " " " " " " " " " " " " | 500,000 | 5 | May & Nov | 1893 | 98 | |
| Texas Indemnity, of Sep. 9, 1850.....coupon | 726,000 | 5 | " | 1885 | 225 | | " " " " " " " " " " " " | 1,000,000 | 6 | " | 1883 | 98 | |
| Loan of June 14, 1858.....registered | 20,000,000 | 5 | " | 1874 | 100 | | " " " " " " " " " " " " | 188,000 | 5 | " | 1880 | " | |
| " " " " " " " " " " " " | " | 5 | " | 1874 | 98 | | Michigan-Renewal Loan.....coupon | 216,000 | 6 | Jan. & July. | 1878 | 92 | |
| Loan of June 22, 1860.....registered | 7,022,000 | 5 | " | 1871 | 95 1/2 | | " " " " " " " " " " " " | 100,000 | 6 | " | 1879 | " | |
| " " " " " " " " " " " " | " | 5 | " | 1871 | 97 | | " " " " " " " " " " " " | 587,000 | 7 | " | 1886 | 100 | |
| Oregon War Debt of March, 1861.....coupon | 1,010,000 | 6 | " | 1881 | 105 | | " " " " " " " " " " " " | 2,000,000 | 6 | " | '68-'83 | " | |
| Loan of Feb. 8, 1861.....registered | 18,415,000 | 6 | Yearly. | 1881 | 102 | | Minnesota-State bonds.....coupon | 250,000 | 8 | Jan. & July. | 1887 | 102 | |
| " " " " " " " " " " " " | " | 6 | Jan. & July. | 1881 | 103 | | " " " " " " " " " " " " | 100,000 | 7 | " | 1871 | " | |
| Loan of July 17, & Aug. 5, 1861.....registered | 264,252,450 | 6 | " | 1881 | 107 1/2 | | " " " " " " " " " " " " | 2,275,000 | 7 | " | 1883 | " | |
| " " " " " " " " " " " " | " | 6 | " | 1881 | 103 | | Mississippi-State bonds (banks).....coupon | 2,000,000 | 6 | " | '41-'71 | " | |
| Loan of Feb. 25, 1862 (5-20s).....registered | 614,780,500 | 6 | " | 1881 | 107 1/2 | | Missouri-Bank Stock Loan of 1857..... | 63,000 | 5 1/2 | Jan. & July. | 1863 | " | |
| " " " " " " " " " " " " | " | 6 | " | 1882 | 104 1/2 | | " " " " " " " " " " " " | 199,000 | 6 | " | 1863 | 76 1/2 | |
| Loan of March 3, 1865 (5-20s).....coupon | 50,500,300 | 6 | May & Nov. | 1882 | 60 1/2 | | " " " " " " " " " " " " | 100,000 | 6 | April & Oct | 1863 | " | |
| Bonds, Central Pacific R. R. Co..... | 1,898,000 | 6 | " | 1882 | 104 1/2 | | " " " " " " " " " " " " | 40,000 | 6 | Jan. & July. | 1863 | " | |
| Bonds, Union Pacific R. R. Co. (E. D.)..... | 640,000 | 6 | Jan. & Nov. | 1885 | 100 1/2 | | " " " " " " " " " " " " | 200,000 | 6 | " | 1883 | " | |
| Loan of March 3, 1864 (10-40s).....registered | 172,770,100 | 6 | May & July. | 1895 | " | | " " " " " " " " " " " " | 7,000,000 | 6 | " | '72-'88 | 76 1/2 | |
| " " " " " " " " " " " " | " | 6 | Jan & July. | 1895 | " | | " " " " " " " " " " " " | 4,500,000 | 6 | " | '87-'89 | " | |
| Loan of March 3, 1864 (5-20s).....coupon | 100,000,000 | 5 | Mar. & Sept. | 1904 | 91 | | " " " " " " " " " " " " | 3,000,000 | 6 | " | '73-'87 | 75 | |
| " " " " " " " " " " " " | " | 5 | " | 1904 | 91 1/2 | | " " " " " " " " " " " " | 4,350,000 | 6 | " | '72-'87 | " | |
| Treasury Notes of July 17, 1861.....coupon | 260,500 | 6 | May & Nov. | 1884 | 91 1/2 | | " " " " " " " " " " " " | 3,501,000 | 6 | " | '73-'89 | " | |
| " " " " " " " " " " " " | 300,000,000 | 7.3 | April & Oct. | 1864 | 100 1/2 | | " " " " " " " " " " " " | 650,000 | 6 | " | '87-'89 | " | |
| " " " " " " " " " " " " | 300,000,000 | 7.3 | Feb. & Aug. | 1867 | 98 | | " " " " " " " " " " " " | 700,000 | 6 | " | 1889 | " | |
| " " " " " " " " " " " " | 230,000,000 | 7.2 | June & Dec. | 1868 | 97 1/2 | | " " " " " " " " " " " " | 431,000 | 9 | June & Dec. | '64-'66 | " | |
| Debt Certificates..... | 55,921,000 | 7.3 | Jan. & July. | 1868 | 97 1/2 | | " " " " " " " " " " " " | 750,000 | " | " | " | " | |
| One & Two Year Treasury Notes (legal tender) | 32,538,901 | 6 | At maturity. | 1867 | " | | New Hampshire-State bonds.....coupon | 635,100 | 6 | Feb. & Aug. | 1876 | 90 | |
| Three Year's Compound Interest notes of '64 | 167,012,141 | 5 | " | " | " | | " " " " " " " " " " " " | 200,000 | 6 | Jan. & July. | Var. | " | |
| United States Notes (greenbacks)..... | 428,741,398 | 6 | " | " | " | | " " " " " " " " " " " " | 531,520 | 6 | " | '65-'71 | " | |
| Fractional currency..... | 26,105,197 | 6 | " | " | " | | " " " " " " " " " " " " | 200,000 | 6 | " | 1871 | " | |
| STATE LOANS. | | | | | | | | | | | | | |
| Alabama-State bonds.....coupon | 3,423,000 | 6 | Jan. & July. | 1877 | " | | " " " " " " " " " " " " | 561,500 | 5 | Jan. & July. | pleas. | " | |
| Arkansas-State bonds (R. E. Bk).....coupon | 899,000 | 6 | No interest | 1868 | " | | " " " " " " " " " " " " | 348,107 | 5 | " | pleas. | " | |
| " " " " " " " " " " " " | 610,000 | 6 | paid for | 1868 | " | | " " " " " " " " " " " " | 900,000 | 5 | " | 1875 | " | |
| " " " " " " " " " " " " | 58,000 | 5 | many yrs | 1868 | " | | " " " " " " " " " " " " | 442,961 | 5 | May & Nov. | 1868 | 100 | |
| California-Civil bonds of 1857.....coupon | 3,727,500 | 7 | Jan. & July. | 1878 | 118 | | " " " " " " " " " " " " | 1,189,781 | 6 | Jan. & July. | pleas. | " | |
| " " " " " " " " " " " " | 196,500 | 7 | " | 1880 | " | | " " " " " " " " " " " " | 1,300,000 | 6 | " | '88-'78 | 100 | |
| " " " " " " " " " " " " | 610,000 | 7 | " | 1872 | " | | " " " " " " " " " " " " | 700,000 | 7 | " | 1870 | " | |
| Connecticut-War Fund bonds.....coupon | 2,000,000 | 6 | Jan. & July | '71-'82 | 97 | | " " " " " " " " " " " " | 28,698 | 5 | " | d'm'd. | " | |
| " " " " " " " " " " " " | 1,000,000 | 6 | " | 1882 | " | | " " " " " " " " " " " " | 11,050 | 5 1/2 | " | d'm'd. | " | |
| Florida-State bonds.....coupon | 143,000 | 7 | " | " | " | | " " " " " " " " " " " " | 14,230 | 6 | " | d'm'd. | " | |
| Georgia-State bonds.....coupon | 72,000 | 5 | Jan. & July | 1872 | " | | " " " " " " " " " " " " | 421,003 | 6 | Jan. & July. | '65-'67 | " | |
| " " " " " " " " " " " " | 2,073,750 | 6 | " | '63-'80 | 80 | | " " " " " " " " " " " " | 287,700 | 4 1/2 | J. A., J., & O. | 1864 | " | |
| " " " " " " " " " " " " | 525,000 | 6 | " | '62-'72 | 80 | | " " " " " " " " " " " " | 68,000 | 5 | Feb. & Aug. | 1876 | " | |
| Illinois-New Int. Impr. stock.....inscribed | 1,970,967 | 6 | Jan. & July. | 1870 | 98 | | " " " " " " " " " " " " | 28,000 | 5 1/2 | J. A., J., & O. | 1865 | " | |
| " " " " " " " " " " " " | 1,322,085 | 6 | " | 1877 | 98 | | " " " " " " " " " " " " | 320,000 | 5 1/2 | Jan. & July. | 1865 | " | |
| " " " " " " " " " " " " | 787,222 | 6 | " | 1860 | 86 | | " " " " " " " " " " " " | 100,000 | 5 | " | 1867 | " | |
| " " " " " " " " " " " " | 2,187,000 | 6 | " | '63-'80 | 95 | | " " " " " " " " " " " " | 6,922,274 | 6 | " | '63-'74 | " | |
| " " " " " " " " " " " " | 2,000,000 | 6 | " | 1879 | 99 | | " " " " " " " " " " " " | 15,889,025 | 7 | " | '64-'76 | " | |
| " " " " " " " " " " " " | 1,778,423 | 6 | " | 1870 | 99 | | " " " " " " " " " " " " | 1,000,000 | 6 | " | 1864 | " | |
| " " " " " " " " " " " " | 1,969,397 | 6 | " | 1886 | 80 | | North Carolina-State bonds.....coupon | 9,129,505 | 6 | Various. | Var. | 81 1/2 | |
| Indiana-State stock.....registered | 5,325,500 | 5 | Jan. & July. | 1886 | 76 | | Ohio-State bonds (foreign debt).....coupon | 1,258,279 | 5 | Jan. & July. | 1860 | 95 | |
| " " " " " " " " " " " " | 2,053,173 | 2 1/2 | " | 1886 | 76 | | " " " " " " " " " " " " | 1,615,000 | 5 | " | 1865 | 95 | |
| " " " " " " " " " " " " | 391,000 | 6 | d'm'd. | " | " | | " " " " " " " " " " " " | 379,866 | 6 | " | 1868 | " | |
| " " " " " " " " " " " " | 1,371,780 | 6 | May & Nov. | 1881 | 93 | | " " " " " " " " " " " " | 2,183,532 | 6 | " | 1870 | 100 | |
| " " " " " " " " " " " " | 4,079,500 | 5 | Jan. & July. | 83 | " | | " " " " " " " " " " " " | 1,600,000 | 6 | " | 1875 | 100 | |
| " " " " " " " " " " " " | 1,216,737 | 5 | " | " | " | | " " " " " " " " " " " " | 4,065,509 | 6 | " | 1881 | 99 1/2 | |
| " " " " " " " " " " " " | 1,243,000 | 5 | " | " | " | | " " " " " " " " " " " " | 2,400,000 | 6 | " | 1886 | 100 | |
| " " " " " " " " " " " " | 479,545 | 5 | " | " | " | | " " " " " " " " " " " " | 125,680 | 6 | " | 1863 | 102 | |
| Iowa-State stocks.....coupon | 200,000 | 7 | Jan. & July. | 1868 | " | | " " " " " " " " " " " " | 1,500 | " | " | 1866 | " | |
| " " " " " " " " " " " " | 800,000 | 7 | " | '81-'82 | " | | " " " " " " " " " " " " | 279,313 | " | " | 1868 | " | |
| " " " " " " " " " " " " | 122,235 | 10 | Annually. | d'm'd. | " | | " " " " " " " " " " " " | 2,920,403 | 6 | Yearly. | " | " | |
| Kansas-State bonds (sinking fund).....coupon | 146,000 | 7 | Jan. & July. | 1876 | " | | Oregon-State scrip..... | 65,372 | 4 1/2 | April & Oct. | due. | " | |
| " " " " " " " " " " " " | 54,000 | 7 | May & Nov. | 1878 | " | | Pennsylvania-State Stock Loans..... | 131,200 | 5 | Jan. & July. | due. | " | |
| " " " " " " " " " " " " | 65,000 | 7 | July. | 1883 | " | | " " " " " " " " " " " " | 10,780,095 | 5 | Feb. & Aug. | 91 1/2 | " | |
| Kentucky-State bonds.....coupon | 4,800,000 | 5 | Jan. & July. | '66-'75 | " | | " " " " " " " " " " " " | 3,886,079 | 5 | Mar. & Sept. | due. | " | |
| " " " " " " " " " " " " | 600,000 | 5 | " | '51-'91 | " | | " " " " " " " " " " " " | 3,690,614 | 6 | June & Dec. | due. | " | |
| " " " " " " " " " " " " | 67,500 | 5 | " | '93-'96 | " | | " " " " " " " " " " " " | 8,241,598 | 6 | Feb. & Aug. | due. | " | |
| " " " " " " " " " " " " | 2,000,000 | 5 | " | '91-'96 | 95 | | " " " " " " " " " " " " | 210,263 | 6 | Jan. & July. | 1882 | " | |
| Louisiana-State bonds (R. R. etc).....coupon | 516,130 | 6 | " | 1871 | 75 | | " " " " " " " " " " " " | 1,177,890 | 4 1/2 | Jan. & July. | 1864 | " | |
| " " " " " " " " " " " " | 3,902,000 | 6 | " | d'm'd. | 75 | | " " " " " " " " " " " " | 675,029 | 5 | Feb. & Aug. | 1864 | " | |
| " " " " " " " " " " " " | 5,398,533 | 6 | " | '67-'99 | " | | " " " " " " " " " " " " | 1,045,629 | 5 | June & Dec. | 1865 | " | |
| " " " " " " " " " " " " | 670,000 | 6 | " | '63-'77 | 93 1/2 | | " " " " " " " " " " " " | 1,558,673 | 5 | Jan. & July. | 1868 | " | |
| Maine-State bonds.....coupon | 1,000,000 | 6 | Mar. & Sept. | '63-'77 | 93 1/2 | | " " " " " " " " " " " " | 2,277,755 | 5 | " | 1870 | " | |
| " " " " " " " " " " " " | 816,000 | 5 | Jan. & July. | '81-'83 | 93 1/2 | | " " " " " " " " " " " " | 1,766,214 | 5 | Feb. & Aug. | 1877 | 90 | |
| Maryland-State bonds (suff'g).....coupon | 200,376 | 5 | " | 1865 | 93 1/2 | | " " " " " " " " " " " " | 428,000 | 5 | " | 1878 | 97 1/2 | |
| " " " " " " " " " " " " | 5,585,555 | 5 | " | '89-'90 | " | | " " " " " " " " " " " " | 400,000 | 5 | April & Oct. | 1879 | " | |
| " " " " " " " " " " " " | 2,480,569 | 5 | " | '89-'90 | " | | " " " " " " " " " " " " | 650,000 | 5 | Jan. & July. | 1882 | 94 | |
| " " " " " " " " " " " " | 500,000 | 3 | " | 1890 | " | | " " " " " " " " " " " " | 360,537 | 5 | " | " | " | |
| " " " " " " " " " " " " | 10,000 | 4 | Chiefly quarterly. | 1888 | " | | " " " " " " " " " " " " | 97,560 | 6 | Feb. & Aug. | 1871 | 100 | |
| " " " " " " " " " " " " | 767,560 | 3 | " | '42-'58 | " | | " " " " " " " " " " " " | 3,000,000 | 6 | Mar. & Sept. | 1882 | 100 | |
| " " " " " " " " " " " " | 399,408 | 5 | " | 1880 | " | | Rhode Island-State bonds (war loan).....coupon | 2,000,000 | 5 | " | 1803 | " | |
| " " " " " " " " " " " " | 148,711 | 5 | " | '89-'90 | " | | " " " " " " " " " " " " | 484,441 | 6 | " | '68-'90 | " | |
| " " " " " " " " " " " " | 133,689 | 5 | " | 1885 | " | | " " " " " " " " " " " " | 1,708,017 | 6 | " | 1877 | " | |
| " " " " " " " " " " " " | 3,000,000 | 6 | " | 1870 | 100 1/2 | | " " " " " " " " " " " " | 1,310,000 | 6 | " | 1882 | 81 | |
| " " " " " " " " " " " " | 25,000 | 6 | " | 1885 | " | | " " " " " " " " " " " " | 1,225,000 | 6 | " | Var. | 54 | |
| " " " " " " " " " " " " | 603,333 | 6 | " | '89-'90 | 102 1/2 | | " " " " " " " " " " " " | 2,083,606 | 5 | " | Var. | 81 | |
| Massachusetts-State b'ds (Western R.R.)..stg. | 3,995,555 | 6 | April & Oct. | '68-'71 | " | | " " " " " " " " " " " " | 12,799,000 | 5 | " | 1890 | 57 | |
| " " " " " " " " " " " " | 508,380 | 6 | " | '88-'90 | " | | " " " " " " " " " " " " | 608,000 | 6 | " | 1890 | 59 | |
| " " " " " " " " " " " " | 416,500 | 6 | " | '90-'91 | " | | Texas-Had no debt in 1861 | 175,000 | 6 | " | '63-'64 | " | |
| " " " " " " " " " " " " | 300,000 | 5 | " | 1893 | " | | Vermont-Inscribed certificates..... | 68,000 | 6 | " | '62-'63 | " | |
| " " " " " " " " " " " " | 500,000 | 6 | Jan. & July. | '65-'71 | " | | " " " " " " " " " " " " | 751,000 | 6 | Jan. & July. | 1870 | 103 1/2 | |
| " " " " " " " " " " " " | 400,000 | 6 | " | 1870 | " | | " " " " " " " " " " " " | 404,000 | 5 | Various. | Var. | " | |
| " " " " " " " " " " " " | 150,000 | 6 | " | 1870 | " | | " " " " " " " " " " " " | 18,264,642 | 6 | Jan. & July. | '83-'93 | 64 | |
| " " " " " " " " " " " " | 200,000 | 5 | June & Dec. | '68-'77 | " | | " " " " " " " " " " " " | 12,621,500 | 6 | " | '85-'93 | " | |
| " " " " " " " " " " " " | 845,000 | 5 | April & Oct. | '65-'74 | " | | " " " " " " " " " " " " | 1,865,000 | 5 | " | 1892 | " | |
| " " " " " " " " " " " " | 200,000 | 5 | May & Nov. | '65-'72 | " | | West Virginia-No information | 100,000 | 6 | April & Oct. | '67-'68 | 100 | |
| " " " " " " " " " " " " | 94,000 | 5 | Jan. & July. | 1874 | " | | Wisconsin-State bonds (civil).....coupon | 200,000 | 6 | Jan. & July. | 1867 | " | |
| " " " " " " " " " " " " | 200,000 | 6 | " | '64-'66 | " | | " " " " " " " " " " " " | 100,000 | 6 | " | 1877 | " | |
| " " " " " " " " " " " " | 247,000 | 6 | June & Dec. | '68-'72 | " | | " " " " " " " " " " " " | 1,100,000 | 6 | " | '78-'88 | " | |

RAILROAD EARNINGS—MONTHLY.

| | January. | February. | March. | April. | May. | June. | July. | August. | September. | October. | November. | December. | Total. |
|--|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|-----------|-----------|-----------|------------|
| Atlantic and Great Western: | | | | | | | | | | | | | |
| 1864 | 207,298 | 229,041 | 226,783 | 197,267 | 214,679 | 214,521 | 332,098 | 406,076 | 446,044 | 396,847 | 341,510 | 357,556 | 3,709,970 |
| 1865 | 354,755 | 383,147 | 440,815 | 406,080 | 460,422 | 521,174 | 595,523 | 738,527 | 877,625 | 719,911 | 731,270 | ----- | ----- |
| Chicago and Alton: | | | | | | | | | | | | | |
| 1860 | 55,734 | 55,123 | 74,690 | 63,995 | 86,211 | 76,426 | 81,453 | 103,635 | 94,928 | 107,758 | 73,751 | 64,937 | 638,641 |
| 1861 | 81,531 | 76,621 | 78,361 | 65,358 | 75,250 | 63,761 | 73,474 | 136,897 | 141,174 | 122,487 | 104,254 | 80,296 | 1,098,454 |
| 1862 | 73,169 | 93,591 | 110,935 | 72,196 | 81,994 | 90,625 | 95,096 | 128,191 | 132,639 | 119,409 | 115,201 | 111,955 | 1,225,001 |
| 1863 | 109,850 | 101,356 | 104,872 | 122,084 | 132,301 | 145,542 | 149,137 | 157,948 | 170,044 | 170,910 | 156,869 | 153,294 | 1,673,706 |
| 1864 | 100,991 | 154,418 | 196,803 | 162,723 | 178,736 | 206,090 | 224,257 | 312,165 | 354,554 | 320,879 | 307,803 | 252,015 | 2,770,484 |
| 1865 | 261,903 | 262,583 | 288,159 | 263,149 | 312,316 | 343,955 | 315,944 | 391,674 | 399,002 | 355,076 | 294,904 | ----- | ----- |
| Chicago and Rock Island: | | | | | | | | | | | | | |
| 1860 | 72,834 | 66,703 | 77,408 | 89,170 | 104,272 | 100,403 | 82,895 | 139,049 | 124,500 | 145,839 | 92,873 | 75,457 | 1,181,003 |
| 1861 | 83,030 | 63,976 | 77,007 | 76,609 | 102,163 | 90,621 | 88,410 | 130,542 | 154,084 | 152,537 | 123,319 | 118,753 | 1,261,050 |
| 1862 | 120,776 | 90,607 | 76,676 | 76,459 | 102,363 | 138,374 | 119,947 | 117,086 | 146,268 | 161,503 | 138,795 | 135,595 | 1,423,439 |
| 1863 | 140,024 | 130,225 | 122,612 | 126,798 | 144,995 | 170,937 | 139,142 | 160,306 | 210,729 | 216,030 | 196,435 | 201,134 | 1,959,267 |
| 1864 | 156,735 | 175,482 | 243,150 | 185,013 | 198,679 | 243,178 | 224,980 | 307,874 | 375,860 | 324,865 | 336,617 | 321,037 | 3,095,470 |
| 1865 | 305,554 | 240,331 | 289,403 | 186,172 | 227,200 | 311,180 | 232,287 | 288,095 | 384,290 | 300,707 | 261,141 | ----- | ----- |
| Chicago and Northwestern: | | | | | | | | | | | | | |
| 1863 | ----- | ----- | ----- | ----- | ----- | 366,100 | 281,834 | 296,169 | 473,186 | 551,122 | 435,945 | 407,698 | 2,811,544 |
| 1864 | 273,876 | 317,839 | 390,353 | 411,363 | 468,530 | 555,145 | 480,710 | 619,306 | 669,605 | 729,759 | 716,738 | 663,400 | 6,114,566 |
| 1865 | 541,005 | 482,164 | 409,296 | 468,358 | 555,623 | 747,942 | 702,091 | 767,608 | 946,707 | 921,836 | 749,191 | ----- | ----- |
| Cleveland and Toledo: | | | | | | | | | | | | | |
| 1860 | 59,856 | 56,779 | 75,709 | 82,294 | 55,652 | 52,788 | 44,781 | 61,791 | 72,359 | 79,673 | 76,304 | 82,220 | 780,236 |
| 1861 | 78,170 | 67,210 | 86,260 | 76,032 | 65,907 | 55,085 | 50,396 | 66,573 | 84,603 | 94,406 | 82,467 | 82,400 | 889,499 |
| 1862 | 85,239 | 76,918 | 85,663 | 90,324 | 65,302 | 63,137 | 62,269 | 60,285 | 84,640 | 98,528 | 88,401 | 105,253 | 955,959 |
| 1863 | 106,263 | 88,468 | 103,175 | 87,915 | 69,716 | 64,910 | 71,716 | 78,538 | 102,176 | 112,507 | 117,254 | 164,878 | 1,167,544 |
| 1864 | 145,916 | 146,839 | 165,780 | 121,278 | 103,407 | 99,569 | 90,882 | 95,134 | 130,551 | 150,397 | 143,836 | 185,929 | 1,579,509 |
| 1865 | 154,058 | 176,105 | 203,329 | 158,077 | 128,000 | 100,000 | 113,515 | 154,245 | 182,110 | 183,649 | 184,014 | 208,291 | 1,942,993 |
| Erie: | | | | | | | | | | | | | |
| 1860 | 304,708 | 319,593 | 372,296 | 380,343 | 349,953 | 330,657 | 361,819 | 359,114 | 455,235 | 465,959 | 536,003 | 414,764 | 4,951,049 |
| 1861 | 354,000 | 345,000 | 433,311 | 457,161 | 393,409 | 393,409 | 319,955 | 477,642 | 600,124 | 587,242 | 661,448 | 412,723 | 5,285,424 |
| 1862 | 404,507 | 391,932 | 458,560 | 547,174 | 606,610 | 430,063 | 372,705 | 419,010 | 515,948 | 719,354 | 734,108 | 714,211 | 6,214,182 |
| 1863 | 609,097 | 601,595 | 638,006 | 626,070 | 687,416 | 528,842 | 595,024 | 615,962 | 756,421 | 885,136 | 902,908 | 963,959 | 8,400,334 |
| 1864 | 845,695 | 859,949 | 966,445 | 948,059 | 848,783 | 770,148 | 731,243 | 687,092 | 816,801 | 965,294 | 1,024,649 | 1,035,321 | 10,469,481 |
| 1865 | 954,837 | 934,133 | 1,114,508 | 1,099,507 | 1,072,482 | 1,041,975 | 994,317 | 1,105,364 | 1,301,005 | 1,222,568 | 1,224,909 | 1,234,217 | 13,429,643 |
| 1866 | 908,341 | 886,039 | 1,240,626 | 1,472,120 | 1,339,279 | 1,225,628 | 1,152,803 | 1,364,126 | 1,345,455 | 1,406,387 | 1,451,217 | ----- | ----- |
| Hudson River: | | | | | | | | | | | | | |
| 1860 | 192,161 | 190,589 | 175,773 | 121,123 | 141,269 | 115,444 | 125,305 | 155,164 | 156,973 | 170,157 | 157,443 | 232,033 | 1,933,434 |
| 1861 | 212,714 | 209,422 | 161,047 | 134,066 | 156,281 | 129,996 | 140,860 | 167,220 | 180,000 | 193,951 | 169,549 | 220,370 | 2,075,822 |
| 1862 | 223,157 | 205,343 | 167,590 | 139,751 | 160,808 | 122,983 | 114,804 | 135,299 | 146,424 | 173,261 | 197,762 | 246,283 | 2,023,537 |
| 1863 | 307,330 | 281,568 | 308,993 | 202,346 | 192,442 | 151,427 | 159,769 | 193,442 | 212,118 | 239,911 | 270,083 | 403,571 | 2,922,976 |
| 1864 | 458,953 | 425,047 | 366,802 | 270,676 | 244,771 | 202,392 | 190,364 | 219,561 | 268,100 | 302,174 | 295,500 | 484,550 | 3,726,140 |
| 1865 | 501,231 | 472,240 | 356,626 | 278,540 | 281,759 | 253,049 | 273,726 | 306,595 | 361,000 | 340,900 | 340,738 | 507,552 | 4,274,556 |
| 1866 | 526,936 | 418,711 | 424,870 | 311,540 | 351,759 | 310,049 | ----- | ----- | ----- | ----- | ----- | ----- | ----- |
| Illinois Central: | | | | | | | | | | | | | |
| 1860 | 185,257 | 185,926 | 209,994 | 183,753 | 219,890 | 188,060 | 193,931 | 248,971 | 259,643 | 321,059 | 243,163 | 225,196 | 2,084,549 |
| 1861 | 321,844 | 279,268 | 229,834 | 192,054 | 199,488 | 177,829 | 189,280 | 268,983 | 289,892 | 284,020 | 243,249 | 224,401 | 2,899,612 |
| 1862 | 190,130 | 236,637 | 181,084 | 191,648 | 206,246 | 269,282 | 261,079 | 352,786 | 414,543 | 410,338 | 372,593 | 359,463 | 3,445,827 |
| 1863 | 299,944 | 271,085 | 275,643 | 298,224 | 324,687 | 407,992 | 343,929 | 511,305 | 478,576 | 496,433 | 437,679 | 424,531 | 4,517,023 |
| 1864 | 327,900 | 416,588 | 427,797 | 425,797 | 406,372 | 510,100 | 423,578 | 640,179 | 799,286 | 661,391 | 657,141 | 603,493 | 6,329,447 |
| 1865 | 540,410 | 522,555 | 592,276 | 491,297 | 454,904 | 590,061 | 531,996 | 661,548 | 706,740 | 621,849 | 624,968 | ----- | ----- |
| Marietta and Cincinnati: | | | | | | | | | | | | | |
| 1862 | 33,904 | 26,252 | 25,891 | 38,579 | 32,668 | 29,384 | 37,271 | 56,687 | 46,452 | 81,320 | 55,257 | 48,544 | 512,219 |
| 1863 | 53,778 | 64,306 | 60,540 | 65,326 | 40,706 | 68,704 | 62,864 | 77,112 | 83,059 | 76,764 | 68,863 | 70,225 | 710,225 |
| 1864 | 72,389 | 89,901 | 82,389 | 83,993 | 78,697 | 91,809 | 90,972 | 93,078 | 93,543 | 96,908 | 95,453 | 95,453 | 1,038,165 |
| 1865 | 98,112 | 86,626 | 93,603 | 82,156 | 73,842 | 110,186 | 108,632 | 112,156 | 120,051 | 117,604 | 114,512 | ----- | ----- |
| Milwaukee and Prairie du Chien: | | | | | | | | | | | | | |
| 1860 | 37,520 | 32,301 | 39,501 | 45,811 | 59,082 | 48,797 | 37,429 | 60,229 | 139,761 | 163,615 | 90,900 | 44,895 | 799,841 |
| 1861 | 54,246 | 44,027 | 45,637 | 40,102 | 112,266 | 141,771 | 107,117 | 90,463 | 134,726 | 177,879 | 130,184 | 67,920 | 1,153,407 |
| 1862 | 83,903 | 62,907 | 47,010 | 61,759 | 130,218 | 144,915 | 108,721 | 76,163 | 109,661 | 154,369 | 122,272 | 61,835 | 1,163,734 |
| 1863 | 67,130 | 76,132 | 44,925 | 85,177 | 106,967 | 111,260 | 71,587 | 89,353 | 156,417 | 205,055 | 138,342 | 112,913 | 1,247,258 |
| 1864 | 102,749 | 116,135 | 88,221 | 140,418 | 186,747 | 212,209 | 189,647 | 113,399 | 168,218 | 175,526 | 149,099 | 117,013 | 1,711,231 |
| 1865 | 98,183 | 74,283 | 70,740 | 106,689 | 146,943 | 224,838 | 217,159 | 170,554 | 228,020 | 310,895 | 226,840 | ----- | ----- |
| Michigan Southern & Northern Indiana: | | | | | | | | | | | | | |
| 1860 | 104,346 | 106,828 | 143,626 | 145,258 | 138,084 | 122,796 | 101,710 | 151,170 | 173,870 | 218,465 | 196,495 | 152,172 | 1,764,819 |
| 1861 | 131,467 | 119,853 | 166,454 | 176,481 | 134,653 | 127,273 | 196,821 | 235,851 | 273,722 | 203,492 | 134,972 | 2,068,896 | 2,068,896 |
| 1862 | 140,925 | 116,934 | 163,170 | 186,951 | 170,362 | 161,391 | 126,558 | 178,773 | 235,699 | 276,181 | 231,265 | 189,077 | 2,189,077 |
| 1863 | 163,152 | 153,728 | 167,500 | 193,120 | 200,826 | 181,983 | 180,915 | 226,811 | 276,109 | 325,818 | 305,284 | 279,539 | 2,647,833 |
| 1864 | 248,784 | 230,508 | 267,227 | 288,613 | 294,935 | 241,236 | 189,145 | 238,012 | 308,108 | 375,567 | 332,260 | 348,048 | 3,302,541 |
| 1865 | 304,445 | 328,454 | 330,661 | 267,126 | 315,258 | 278,891 | 338,862 | 402,219 | 407,107 | 448,934 | 411,806 | 419,163 | 4,191,163 |
| 1866 | 368,996 | 366,361 | 413,322 | 366,245 | 353,194 | 402,122 | 309,083 | 424,206 | 484,173 | 521,635 | 498,421 | ----- | ----- |
| Michigan Central: | | | | | | | | | | | | | |
| 1860 | 110,712 | 107,749 | 160,311 | 165,741 | 158,510 | 123,085 | 128,398 | 198,540 | 261,423 | 300,474 | 196,182 | 129,022 | 2,025,142 |
| 1861 | 142,334 | 119,764 | 151,671 | 172,614 | 149,550 | 133,620 | 123,377 | 144,982 | 236,944 | 307,333 | 242,089 | 200,134 | 2,124,314 |
| 1862 | 230,159 | 169,668 | 151,902 | 175,696 | 189,039 | 174,002 | 172,189 | 216,624 | 295,956 | 322,360 | 307,474 | 258,634 | 2,650,702 |
| 1863 | 242,073 | 245,858 | 238,432 | 236,453 | 206,221 | 193,328 | 215,449 | 308,198 | 375,488 | 339,794 | 306,186 | 316,005 | 3,168,005 |
| 1864 | 252,435 | 278,848 | 348,802 | 338,276 | 271,553 | 265,780 | 263,244 | 346,781 | 408,446 | 410,802 | 405,510 | 376,470 | 3,970,946 |
| 1865 | 306,324 | 279,137 | 344,228 | 337,241 | 401,456 | 365,663 | 329,105 | 413,601 | 460,651 | 490,694 | 447,670 | ----- | ----- |
| New York Central: | | | | | | | | | | | | | |
| 1860 | 380,349 | 370,544 | 509,211 | 478,563 | 409,628 | 447,813 | 504,217 | 591,920 | 743,599 | 709,671 | 637,792 | 520,396 | 6,3 |

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

| Description. | Amount. | Interest. | Interest. | | Due. | Price. | Description. | Amount. | Interest. | Interest. | | Due. | Price. |
|-----------------------------------|--------------|-----------|-----------------|-----------------|---------|---------|--|-----------|-----------|-----------------|----------------|---------|---------|
| | | | When payable. | Where payable. | | | | | | When payable. | Where payable. | | |
| Alabama and Florida: | | | | | | | Chicago and Great Eastern: | | | | | | |
| Mortgage | \$300,000 | 7 | | | 1867 | | 1st Mortgage | 2,000,000 | 7 | Apr. & Oct. | New York. | 1894 | --- |
| Convert. (guar. by Dir.) | 150,000 | 7 | | | 1863 | | Chicago and Rock Island: | | | | | | |
| Alabama and Tenn. Rivers: | | | | | | | 1st Mortgage | 1,397,000 | 7 | Jan. & July. | New York. | 1870 | 100 |
| 1st Mortgage convertible | 833,000 | 7 | Jan. & July. | New York. | 1872 | | Income bonds | 53,500 | 8 | May & Nov. | " | var. | --- |
| 2d Mortgage | 225,705 | 8 | | | 1864 | | Chicago and North Western: | | | | | | |
| Albany, Vt. and Canada: | | | | | | | Preferred Sinking Fund | 1,250,000 | 7 | Feb. & Aug. | New York. | 1885 | 97 |
| 1st Mortgage | 600,000 | 7 | March & Sept. | New York. | 1857 | | General 1st Mortgage | 2,600,000 | 7 | " | " | 1885 | 83 |
| Atlantic and Gt. Western (N.Y.): | | | | | | | Funded Coupon Bonds | 756,000 | 7 | May & Nov. | " | 18-3 | 80 |
| 1st Mortgage (S. F.) | 980,000 | 7 | April & Oct. | London. | 1880 | 80 | Consolidated Sinking Fund | 948,000 | 7 | F. M. A. & N. | " | 1915 | --- |
| 2d Mortgage | 598,500 | 7 | " | " | 1882 | 75 | Equipment Bonds | 270,483 | 7 | Jan. & July. | " | 1874 | --- |
| Atlantic and Gt. Western (Pa.): | | | | | | | Appleton Extension Bonds | 184,000 | 7 | Feb. & Aug. | " | 1885 | 99 1/2 |
| 1st Mortgage (S. F.) | 2,500,000 | 7 | April & Oct. | London. | 1877 | 81 | Green Bay Extension Bonds | 300,000 | 7 | " | " | 1885 | 79 |
| 2d Mortgage | 958,000 | 7 | " | " | 1882 | 77 | Flagg Trust Bonds | 245,000 | 8 | Jan. & July. | " | --- | --- |
| Eastern Coal Field Branch | 400,000 | 7 | " | " | 1882 | | Cincinnati, Hamilton and Dayton: | | | | | | |
| Atlantic and Great Western (O.): | | | | | | | 1st Mortgage | 379,000 | 7 | Jan. & July. | New York. | 1867 | 110 |
| 1st Mortgage (S. F.) | 717,000 | 7 | April & Oct. | New York. | 1876 | 96 1/2 | 2d Mortgage | 1,250,000 | 7 | May & Nov. | " | 1880 | 116 |
| 2d Mortgage | --- | 7 | Jan. & July. | " | 1883 | 98 | Cincinnati and Zanesville: | | | | | | |
| Atlantic and St. Lawrence: | | | | | | | 1st Mortgage | 1,300,000 | 7 | May & Nov. | New York. | 1883 | --- |
| Dollar Bonds (Coupon) | 988,000 | 6 | April & Oct. | Portland. | 1866 | 92 | Cleveland and Mahoning: | | | | | | |
| Sterling Bonds (Coupon) | 484,000 | 6 | Nov. & May. | London. | 1878 | 96 | 1st Mortgage | 850,000 | 7 | Feb. & Aug. | New York. | 1873 | 107 |
| City of Portland Loan (Coups.) | 1,000,000 | 6 | Various. | N.Y., P. & Bos. | '68-'70 | --- | 2d Mortgage | 244,200 | 7 | March & Sept. | " | 1864 | 110 |
| Baltimore and Ohio: | | | | | | | 3d Mortgage | 688,200 | 8 | " | " | 1876 | --- |
| Maryland Sterling Bds of 1883. | 3,000,000 | 5 | Ja. Ap. Ju. Oc. | London. | 1888 | --- | Clev., Fairview and Ashtabula: | | | | | | |
| Mortgage Coupon | 1863. | 6 | April & Oct. | Baltimore. | 1885 | 100 1/2 | Special (Sunbury and Erie) | 500,000 | 7 | Feb. & Aug. | New York. | 1878 | 121 |
| " | 1850. | 6 | Jan. & July. | " | 1880 | 100 | Dividend Mortgage | 1,010,000 | 7 | " | " | 1880 | --- |
| " | 1855. | 6 | Jan. & July. | " | 1875 | 100 | Cleveland and Pittsburg: | | | | | | |
| " | 1834. | 6 | Ja. Ap. Ju. Oc. | " | 1867 | 98 | 2d Mort. (M. L.) or 1st Extension | 1,157,000 | 7 | March & Sept. | New York. | 1873 | 90 |
| Balt. City Loan of 1855 | 5,000,000 | 6 | Jan. & July. | " | 1890 | 100 | 3d Mort. (M. L.) or 2d Extension | 1,723,500 | 7 | " | " | 1875 | 95 |
| Bellefontaine and Indiana: | | | | | | | 4th Mort. (M. L.) or 3d Extension | 1,108,740 | 6 | Jan. & July. | " | 1892 | 75 1/2 |
| 1st Mortgage convertible | 868,000 | 7 | Jan. & July. | New York. | 1866 | 101 1/2 | River Line bonds | 4,000 | 7 | " | " | 1887 | --- |
| 1st Mortgage extended | 422,000 | 7 | " | " | '70-'99 | --- | Dividend bonds | 24,811 | --- | " | " | --- | --- |
| 2d Mortgage | 116,000 | 7 | " | " | 1870 | --- | Income bonds | 3,500 | --- | " | " | --- | --- |
| Income bonds | 87,000 | --- | " | " | 1870 | --- | Clev., Columbus and Cin.: | | | | | | |
| Real Estate bonds | 47,550 | --- | " | " | 1866 | --- | 1st Mortgage, Coupon | 491,500 | 7 | Jan. & July. | New York. | '64-'90 | --- |
| Belvidere Delaware: | | | | | | | Cleveland and Toledo: | | | | | | |
| 1st Mort. (guar. C. and A.) | 1,000,000 | 6 | June & Dec. | New York. | 1867 | 95 | Junction 1st Mortgage 1st Div. | 229,000 | 7 | April & Oct. | New York. | 1867 | 101 1/2 |
| 2d Mortgage (do.) | 500,000 | 6 | March & Sept. | Princeton. | 1885 | 96 | Junction 1st Mortgage 2d Div. | 159,000 | 7 | June & Dec. | " | 1872 | 101 1/2 |
| 3d Mortgage (do.) | 689,500 | 6 | Feb. & Aug. | " | 1877 | 101 | Tol. Nor. and Clev. 1st Mort. | 3,900 | 7 | Feb. & Aug. | " | 1863 | 75 |
| Boston Concord and Montreal: | | | | | | | C. and T. Dividend (convert.) | 12,235 | 7 | April & Oct. | New York. | 1865 | 70 |
| 1st Mortgage | 200,000 | 6 | Feb. & Aug. | Boston. | 1865 | --- | C. and T. Income (convertible). | 6,000 | 7 | March & Sept. | " | 1870 | --- |
| 1st Mortgage | 300,000 | 7 | " | New York. | 1865 | --- | C. and T. (S. F.) Mortgage | 2,205,000 | 7 | Jan. & July. | " | 1885 | 99 |
| 2d Mortgage Coupons | 100,000 | 6 | Jan. & July. | Boston. | 1870 | --- | Columbus and Xenia: | | | | | | |
| 3d Mortgage Coupons | 250,000 | 7 | " | New York. | 1870 | 96 | Dividend | 26,850 | --- | June & Dec. | New York. | 1866 | --- |
| Sinking Fund | 200,000 | 6 | " | Boston. | 1889 | 100 | Mortgage | --- | --- | " | " | --- | --- |
| Boston and Lowell: | | | | | | | Connecticut River: | | | | | | |
| Mortgage | 440,000 | 6 | Jan. & July. | Boston. | 1873 | 95 1/2 | Mortgage | 250,000 | 6 | March & Sept. | Boston. | 1878 | --- |
| Buffalo, New York and Erie: | | | | | | | Connecticut and Passump. Rivers: | | | | | | |
| 1st Mortgage coupon | 2,000,000 | 7 | June & Dec. | New York. | 1877 | 95 1/2 | 1st Mortgage | 638,500 | 6 | June & Dec. | Boston. | 1876 | 90 |
| 2d Mortgage coupon | 426,714 | 7 | May & Nov. | " | 1872 | 103 | Cumberland Valley: | | | | | | |
| Buffalo and State Line: | | | | | | | 1st Mortgage | 161,000 | 8 | April & Oct. | Philadelphia. | 1904 | --- |
| 1st Mortgage | 500,000 | 7 | April & Oct. | New York. | 1866 | 101 | 2d Mortgage | 109,500 | 8 | " | " | 1904 | --- |
| Income 1/2 in '99, 1/2 in '72. | 200,000 | 7 | Jan. & July. | " | var. | --- | Dayton and Michigan: | | | | | | |
| Special Erie and North-East | 149,000 | 7 | " | " | '61-'70 | --- | 1st Mortgage | 283,000 | 8 | Jan. & July. | New York. | 1867 | 114 |
| Burlington and Missouri: | | | | | | | 2d Mortgage | 2,655,000 | 8 | " | " | 1881 | 103 |
| New Land Mortgage | 1,343,370 | 7 | April & Oct. | New York. | 1893 | --- | 3d Mortgage | 642,000 | --- | " | " | --- | --- |
| Cairo and Fulton (Mo.): | | | | | | | Toledo depot bonds | 162,500 | --- | " | " | --- | --- |
| State (Mo.) Loan | 650,000 | 6 | " | " | '78-'79 | --- | Dayton and Western: | | | | | | |
| Camden and Amboy: | | | | | | | 1st Mortgage | 289,000 | 7 | March & Sept. | New York. | 1882 | 50 |
| English debt (S. F.) £418,950. | 2,027,718 | 6 | Semi-annual. | London. | 1880 | --- | 2d Mortgage | 250,000 | 7 | June & Dec. | " | 40 | --- |
| Converted Sterling Loan | 800 | 6 | " | " | 1863 | --- | Delaware: | | | | | | |
| American Loan | 63,000 | 6 | " | New York. | 1864 | --- | 1st Mortgage guar. by P. W. & | | | | | | |
| Loan for \$500,000. | 229,700 | 6 | " | " | 1867 | 96 1/2 | Baltimore | 500,000 | 6 | Jan. & July. | Philadelphia. | 1875 | 102 1/2 |
| " | \$800,000. | 6 | " | " | 1870 | 94 | Guaranteed | 100,000 | 6 | " | " | 1875 | 105 |
| " | \$875,000. | 6 | " | " | 1875 | 92 | State Loan | 170,000 | 6 | " | " | 1876 | --- |
| " | \$1,700,000. | 6 | " | " | 1883 | 93 | Delaware, Lackawanna and W'n: | | | | | | |
| " | \$2,500,000. | 6 | " | " | 1889 | 83 1/2 | 1st Mortgage (Lack. & Western) | 900,000 | 8 | April & Oct. | New York. | 1871 | 100 |
| Consolid. Mort. Loan \$5,000,000 | 4,269,400 | 6 | " | " | 1889 | 94 | 2d Mortgage (E. Extension) | 1,498,000 | --- | " | " | 1875 | 101 |
| Camden and Atlantic: | | | | | | | 3d Mortgage | 2,515,500 | --- | March & Sept. | " | 1881 | 102 |
| 1st Mortgage Coupon | 1,037,375 | 7 | Feb. & Aug. | Philadelphia. | 1872 | --- | Des Moines Valley: | | | | | | |
| Catawissa: | | | | | | | 1st Mortgage coupon | 1,740,000 | 8 | April & Oct. | New York. | 1877 | 100 |
| Cayuga and Susquehanna: | | | | | | | Income | 348,000 | 7 | Jan. & July. | " | 1884 | 80 |
| 1st Mortgage | 300,000 | 7 | Jan. & July. | New York. | 1866 | --- | Detroit and Milwaukee: | | | | | | |
| Central of New Jersey: | | | | | | | 1st Mortgage (convertible) | 2,600,000 | 7 | Jan. & July. | New York. | 1875 | 60 |
| 1st Mortgage | 1,400,000 | 7 | Feb. & Aug. | New York. | '65-'70 | 100 1/2 | 2d Mortgage | 1,000,000 | 8 | " | " | 1886 | --- |
| 2d Mortgage | 600,000 | 7 | May & Nov. | " | 1875 | 105 | 3d Mortgage (convertible) | 750,000 | 10 | " | " | 1883 | --- |
| Central Ohio: | | | | | | | 4th Mortgage (G. W. R. R.) | 500,000 | 8 | " | " | --- | --- |
| 1st Mortgage W. Div. | 450,000 | 7 | May & Nov. | Zanesville. | 1861 | 100 1/2 | Dubuque and Sioux City: | | | | | | |
| 1st Mortgage E. Div. | 800,000 | 7 | Feb. & Aug. | " | 1864 | 94 1/2 | 1st Mortgage coupon 1st Div'n. | 300,000 | 7 | Jan. & July. | New York. | 1883 | --- |
| 2d Mortgage | 800,000 | 7 | June & Dec. | New York. | 1865 | 101 | Construction bonds, 2d Div'n. | 600,000 | --- | " | " | --- | --- |
| 3d Mortgage (S. F.) | 950,000 | 7 | " | " | 1885 | 85 | Dubuque Western: | | | | | | |
| 4th Mortgage (S. F.) | 1,365,800 | 7 | " | " | 1876 | 80 | 1st Mortgage | 344,000 | 7 | " | " | --- | --- |
| Charleston and Savannah: | | | | | | | Eastern (Mass.): | | | | | | |
| 1st Mortgage (endorsed) | 510,000 | 6 | " | " | --- | --- | 2d Mortgage (convertible) | 590,000 | 5 | Jan. & July. | London. | 1872 | 95 |
| 2d Mortgage | 1,000,000 | 7 | " | " | --- | --- | 3d Mortgage (convertible) | 672,000 | 6 | Feb. & Aug. | Boston. | 1874 | 94 1/2 |
| Cheshire: | | | | | | | 1st M. (State) \$75,000 a yr after '64 | 500,000 | 5 | Ja. Ap. Ju. Oc. | " | '65-'71 | --- |
| Bonds of '75, '77, '80 | 600,000 | 6 | Jan. & July. | Boston. | var. | 80 1/2 | East Tennessee and Georgia: | | | | | | |
| Chicago, Burlington & Quincy: | | | | | | | State, 1st Mortgage | 970,000 | --- | " | " | --- | --- |
| Trust Mort. S. F., convertible | 487,000 | 8 | Jan. & July. | New York. | 1883 | 112 | Endorsed by State of Tennessee | 150,000 | --- | " | " | --- | --- |
| " | 3,167,000 | 8 | " | " | 1883 | --- | Mortgage (ordinary) | 790,688 | --- | " | " | --- | --- |
| Plain Bonds, dated Sept. 20, 1860 | 680,000 | 7 | March & Sept. | " | 1890 | --- | East Tennessee and Virginia: | | | | | | |
| 2d Mortgage, inconvertible | 941,000 | 4 1/2 | July. | Frankfort, M. | 1890 | --- | State, 1st Lien | 1,602,000 | --- | " | " | --- | --- |
| Chicago and Aurora 1st Mort. | 95,000 | 7 | Jan. & July. | New York. | 1867 | --- | Endorsed by State of Tennessee | 200,000 | --- | " | " | --- | --- |
| Central Military Trust, 2d Mort. | 68,000 | 8 | May & Nov. | " | 1868 | --- | 1st Mortgage (after State) | 100,000 | --- | " | " | --- | --- |
| " | 6,000 | 8 | March & Sept. | " | 1876 | --- | Redeemable in Stock | 66,953 | --- | " | " | --- | --- |
| Chicago and Alton: | | | | | | | Eaton and Hamilton: | | | | | | |
| 1st Mortgage | 2,400,000 | 7 | Jan. & July. | New York. | 1892 | 96 1/2 | 1st Mortgage | 757,734 | 7 | " | " | var. | --- |
| 1st Mortgage pref. S. F. | 554,000 | 7 | April & Oct. | " | 1877 | 96 | Erie and North-East: | | | | | | |
| Income Bonds | 1,100,000 | 7 | May & Nov. | " | 1882 | 85 | Exchanged for Buff. and St. L. | 148,000 | 7 | Jan. & July. | New York. | '61-'70 | --- |
| Chicago and Milwaukee: | | | | | | | Evansville and Crawfordsville: | | | | | | |
| 1st General Mort. | --- | 7 | Jan. & July. | New York. | 1893 | 85 | Mortgage Bonds | 1,099,000 | 7 | " | " | 1869 | --- |
| 1st " (O. & M.) conv. | --- | 7 | May & Nov. | " | 1874 | --- | Mortgage Bonds | 150,000 | 7 | " | " | 1881 | --- |
| 1st " (M. & O.) | --- | 8 | Jan. & July. | " | 18 | --- | Florida: | | | | | | |
| 2d " " | --- | 8 | " | " | 18 | --- | Internal Improvement (State) | 1,655,000 | 7 | " | " | 1891 | --- |
| | --- | 8 | " | " | 18 | --- | Free Land, 2d Mortgage | 1,500,000 | 8 | " | " | 1891 | --- |

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. S. F., Sinking Fund. "var." that the bonds fall due at different periods.

| Description. | Amount. | Interest. | Interest. | | | | Description. | Amount. | Interest. | Interest. | | | |
|-----------------------------------|-----------|-----------|---------------|----------------|---------|---------|-----------------------------------|-----------|-----------|----------------|----------------|---------|---------|
| | | | When payable. | Where payable. | Due. | Price. | | | | When payable. | Where payable. | Due. | Price. |
| Florida, Atlantic and Gulf Contr. | | | | | | | Michigan Central: | | | | | | |
| Internal Improvement (State) | \$300,000 | 7 | | | 1891 | | 1st Mortgage Sterling | \$167,489 | 6 | Jan. & July. | London. | 1872 | |
| Free Land 2d Mortgage | 200,000 | 8 | | | 1891 | | 1st Mortgage St'g (convertible) | 500,000 | 8 | March & Sept. | " | 1899 | |
| Galena and Chicago Union: | | | | | | | 1st Mortgage (convert.) Dollar | 2,040,500 | 8 | " | N.Y. & Boston | 1899 | 111 |
| 1st Mortgage Coupon | 1,983.3 | 7 | Feb. & Aug. | New York. | 1882 | 100 | 1st Mortgage (convert.) Dollar | 257,000 | 8 | April & Oct. | " | 1882 | 110 1/2 |
| 2d Mortgage (S. F.) Coupon | 1,086,000 | 7 | May & Nov. | " | 1875 | 95 | 1st Mortgage (S. F.) convertible | \$230,500 | 8 | " | " | 1882 | 110 1/2 |
| Elgin and State Line | 199,000 | 7 | Jan. & July. | " | 1879 | | Mich. Southern and N'n Indiana: | | | | | | |
| Mississippi River Bridge | 200,000 | 7 | Jan. & July. | " | 1884 | | Michigan Southern, 1st | 1,000 | 7 | May & Nov. | New York. | 1890 | |
| Great Western, Ill.: | | | | | | | Northern Indiana, 1st | 6,000 | 7 | Feb. & Aug. | " | 1861 | |
| 1st Mortgage Western Division | 1,000,000 | 10 | April & Oct. | New York. | 1898 | 106 | Erie and Kalamazoo | 38,000 | 7 | March & Sept. | " | 1862 | |
| " Eastern | 1,350,000 | 7 | Feb. & Aug. | " | 1865 | 102 1/2 | Northern Indiana, Plain | 7,000 | 7 | Feb. & Aug. | " | 1865 | |
| Hannibal and St. Joseph: | | | | | | | Jackson Branch | 77,000 | 7 | " | " | 1868 | 92 |
| Missouri State Loan (1st Lien) | 3,000,000 | 6 | Jan. & July. | New York. | '73-'87 | 75 | Goshen Air Line | 682,000 | 7 | " | " | 1876 | 98 |
| Land Security | \$344,500 | 7 | April & Oct. | " | 1881 | 95 | Detroit and Toledo | 734,000 | 7 | May & Nov. | " | 1885 | 92 |
| Convertible Bonds | 822,000 | 7 | Jan. & July. | " | 1883 | 100 | 1st General Mortgage (S. F.) | 4,822,000 | 7 | " | " | 1877 | 87 |
| Harrisburg and Lancaster: | | | | | | | 2d General Mortgage | 2,194,500 | 7 | " | " | | |
| New Dollar Bonds | 661,000 | 6 | Jan. & July. | Philadelphia. | 1883 | 100 | * Milwaukee and Beloit: | | | | | | |
| Hartford and New Haven: | | | | | | | 1st Mortgage | 630,000 | 8 | | | | |
| 1st Mortgage | 927,000 | 6 | Feb. & Aug. | New York. | 1883 | 99 | * Milwaukee and Horicon: | | | | | | |
| Housatonic: | | | | | | | 1st Mortgage | 420,000 | 8 | | | | |
| 1st Mortgage | 191,000 | 6 | Jan. & July. | Bridgeport. | 1877 | | 2d Mortgage | 600,000 | 8 | | | | |
| Houston and Texas Central: | | | | | | | Milwaukee and Prairie du Chien: | | | | | | |
| State (1st Lien) Loan | 210,000 | | | | | | 1st Mortgage (Coupon) | 443,000 | 7 | Jan. & July. | New York. | 1891 | 96 |
| Mortgage | 125,000 | 7 | | | 1886 | | Minnesota and Pacific: | | | | | | |
| Hudson River: | | | | | | | Real Estate | 1,200,000 | 7 | Jan. & July. | | 1892 | |
| 1st Mortgage | 4,000,000 | 7 | Feb. & Aug. | New York. | '69-'70 | 101 1/2 | Mississippi Central: | | | | | | |
| 2d Mortgage (S. F.) | 2,000,000 | 7 | June & Dec. | " | 1885 | 106 1/2 | 1st Mortgage | 1,007,253 | 7 | | | | |
| 3d Mortgage | 1,840,000 | 7 | May & Nov. | " | 1875 | 104 | Mississippi Central and Tenn.: | | | | | | |
| Convertible | 1,002,000 | 7 | " | " | 1867 | 95 | State (Tenn.) Loan | 529,000 | 6 | | | | |
| Illinois Central: | | | | | | | Mississippi and Missouri: | | | | | | |
| Optional Right bonds | 33,000 | 7 | Jan. & July. | New York. | 1868 | | 1st Mortgage (convertible) | 1,000,000 | 7 | | New York. | | |
| Construction | 7,975,500 | 7 | April & Oct. | London. | 1875 | | 2d Mortgage (S. F.) | 400,000 | 8 | | " | | |
| Construction | 2,896,500 | 6 | " | New York. | 1875 | 106 1/2 | Oakalosa Division | 688,565 | 7 | Jan. & July. | " | 1875 | 18 1/2 |
| Redemption bonds | 2,088,000 | 6 | " | " | 1890 | | 1st Land Grant | 3,612,000 | 7 | " | " | | 47 1/2 |
| Indiana Central: | | | | | | | 2d Land Grant | 691,000 | | " | " | | |
| 1st Mortgage (convertible) | 600,000 | 7 | Jan. & July. | New York. | 1866 | | Income bonds | 513,300 | | | | | |
| 2d Mortgage | 361,000 | 10 | " | " | 1867 | 117 | Mississippi and Tennessee: | | | | | | |
| Income | 20,500 | | | | | | Tennessee State Loan | 98,000 | 6 | | | 1885 | |
| Indianapolis and Cincinnati: | | | | | | | Mississippi State Loan | 202,799 | 6 | | | 1876 | |
| 1st Mortgage | 500,000 | 7 | Jan. & July. | New York. | 1866 | 106 | 1st Mortgage | 171,000 | 7 | | | | |
| 2d Mortgage | 400,000 | 7 | " | " | 1862 | 100 | Mobile and Ohio: | | | | | | |
| Real Estate Mortgage | 200,000 | 7 | | | 1858 | 83 | City (Mobile) Tax Loan | 400,000 | 6 | | | | |
| Ind., Pittsburg and Cleveland: | | | | | | | Tennessee State Loan | 674,860 | 6 | | | | |
| 1st Mortgage | 650,000 | 7 | Jan. & July. | New York. | 1870 | | Alabama State Loan | 389,410 | 6 | | | | |
| 2d Mortgage | 347,000 | 7 | " | " | | | Income | 1,508,070 | 8 | Jan. & July. | New York. | '61-'67 | |
| Indianapolis and Madison: | | | | | | | Sterling | 878,036 | 6 | | | 1883 | |
| Mortgage | 640,000 | 7 | May & Nov. | New York. | 1881 | 100 | Mississippi State Loan | 200,070 | 6 | | | | |
| Jeffersonville: | | | | | | | Montgomery and West Point: | | | | | | |
| 1st Mortgage | 187,000 | 7 | March & Sept. | New York | 1861 | 75 | Alabama State Loan | 122,622 | | | | | |
| 2d Mortgage | 392,000 | 7 | April & Oct. | " | 1873 | 70 | Mortgage (due 1860, '63 and '65) | 350,000 | 6 | | | var. | |
| * Kennebec and Portland: | | | | | | | Mortgage | 450,000 | 8 | | | 1896 | |
| 1st Mortgage (City and Town) | 800,000 | 6 | April & Oct. | Boston. | 1870 | | Muscogee: | | | | | | |
| 2d Mortgage | 230,000 | 6 | " | Augusta. | 1861 | | 1st Mortgage | 249,000 | 7 | | | | |
| 3d Mortgage | 250,000 | 6 | " | " | 1862 | | Nashville and Chattanooga: | | | | | | |
| * Kentucky Centr. (Cov. and Lex.) | | | | | | | Mortgage (State endorsed) | 1,500,000 | | | | | |
| 1st Mortgage | 199,000 | 6 | | | | | Chat. and Clev. Subes. (audora.) | 231,000 | | | | | |
| 1st Mortgage | 260,000 | 7 | | | | | * New Albany and Salem: | | | | | | |
| 2d Mortgage (convertible) | 1,000,000 | 7 | | | | | Crawfordsville | 175,000 | 7 | | | | |
| 3d Mortgage | 600,000 | 7 | | | | | 1st Mortgage | 500,000 | 10 | | | | |
| Guaranteed by Covington | 200,000 | 6 | | | | | 1st Mortgage | 2,238,000 | 6 | | | | |
| Cincinnati (exchanged) | 100,000 | 6 | | | | | N. Hav., N. Lond. and Stonington: | | | | | | |
| La Crosse, Viroqua & Mineral Pt.: | | | | | | | Mortgage | 450,000 | 7 | March & Sept. | New Haven. | 1861 | |
| 1st Mortgage | 4,000,000 | 7 | June & Dec. | New York. | 1883 | | 2d Mortgage | 200,000 | 6 | Jan. & July. | " | 1865 | 98 1/2 |
| Lehigh Valley: | | | | | | | Extension | 116,000 | 6 | May & Nov. | " | 1878 | |
| 1st Mortgage | 1,435,000 | 6 | May & Nov. | Philadelphia. | 1873 | 95 | New Haven and Northampton: | | | | | | |
| La Crosse and Milwaukee: | | | | | | | 1st Mortgage | 500,000 | 7 | Jan. & July. | New Haven. | 1869 | |
| 1st Mortgage (Eastern Div.) | 903,000 | 7 | May & Nov. | Milwaukee. | | | 1st Mortgage (H & Hamp.) | 103,000 | 6 | | | | |
| 2d Mortgage (Eastern Div.) | 1,000,000 | 7 | | | | | New Jersey: | | | | | | |
| 1st Land Grant (Western Div.) | 4,000,000 | 7 | Jan. & July. | New York. | | | Company's (various) | 642,500 | 7 | Semi-annually. | New York. | var. | 100 |
| 2d Land Grant (Western Div.) | 853,000 | 7 | " | " | | | New London Northern: | | | | | | |
| 3d Mortgage (whole road) | 1,700,000 | 7 | | | | | 1st Mortgage | 51,000 | 7 | Jan. & July. | New London. | 1871 | 100 |
| Unsecured Bonds | 1,785,000 | 7 | | | | | N. Ori's, Jackson and Gt. North: | | | | | | |
| Lexington and Frankfort: | | | | | | | State (Miss.) Loan | 255,000 | 6 | | | '69-'74 | |
| Mortgage, due 1869 and '74 | 79,000 | 6 | | | | | 1st Mortgage Coupon | 2,605,000 | 8 | Jan. & July. | New York. | 1886 | |
| Little Miami: | | | | | | | N. Ori's, Opelousa and Gt. West: | | | | | | |
| Mortgage (Coupon) | 1,200,000 | 6 | May & Nov. | New York. | 1883 | 100 | Louisiana State Loan | 641,000 | 6 | | | | |
| Long Island: | | | | | | | New Orleans City Subscription | 1,500,000 | 6 | | | | |
| State Loan (S. F.) | 100,000 | 5 | Jan. & July. | New York. | 1876 | | 1st Mortgage (S. F.) | 666,000 | 8 | | | 1889 | |
| 2d Mortgage | 500,000 | 6 | Jan. & July. | New York. | 1870 | 83 | New York Central: | | | | | | |
| Extension Bonds | 175,000 | 7 | May & Nov. | " | 1890 | 110 | Premium (S. F.) Bonds | 6,690,125 | 6 | May & Nov. | New York. | 1883 | 91 1/2 |
| Long Dock Co.: | | | | | | | D'ts of former Co's outst'ding. | 100,000 | | | | | |
| Mortgage Bonds | 2,007,000 | 7 | June & Dec. | New York. | 1882 | 110 | Funding (S. F.) Bonds | 1,398,000 | 7 | Feb. & Aug. | " | 1876 | 101 1/2 |
| Louisville and Frankfort: | | | | | | | Exchanged St'ks (S. F.) B'ds | 664,000 | 6 | May & Nov. | " | 1883 | 90 |
| Louisville Loan | 100,000 | 6 | Jan. & July. | New York. | 1881 | | " (") B. & N. F. | 75,000 | 6 | " | " | 1883 | 87 |
| 1st Mortgage | 175,000 | 6 | " | " | '66-'78 | | Real Estate (S. F.) Bonds | 165,000 | 6 | " | " | 1883 | 85 |
| Louisville and Nashville: | | | | | | | Real Estate Bonds & Mortgages | 192,778 | 7 | var. | " | var. | |
| State (Tenn.) 1st Lien | 500,500 | 6 | Jan. & July. | New York. | '88-'92 | | " | 45,550 | 7 | Feb. & Aug. | " | 1876 | 103 |
| 1st Mortgage | 1,765,000 | 7 | Feb. & Aug. | " | 1883 | | Bonds of Aug. 1859, Convertible | 2,392,000 | 6 | June & Dec. | " | 1887 | 92 |
| Lebanon Branch 1st Mortgage | 21,000 | 7 | | | 1866 | | Bonds of Oct. 1863, (S. F.) | 2,925,000 | 6 | | | | |
| Memphis Branch 1st Mortgage | 236,000 | 7 | | | '70-'75 | | New York and Erie: | | | | | | |
| McMinnville and Manchester: | | | | | | | 1st Mortgage | 3,000,000 | 7 | May & Nov. | New York. | 1887 | 99 |
| State (Tenn.) | 372,000 | 6 | | | | | 2d Mortgage | 4,000,000 | 7 | March & Sept. | " | 1879 | 102 |
| Mortgage | 24,000 | 7 | | | | | 3d Mortgage | 6,000,000 | 7 | " | " | 1883 | 96 |
| Mortgage | 10,000 | 6 | | | | | 4th Mortgage | 3,614,000 | 7 | April & Oct. | " | 1880 | 96 |
| Marquette and Cincinnati: | | | | | | | 5th Mortgage | 1,002,500 | 7 | June & Dec. | " | 1888 | 90 |
| 1st Mortgage Bonds | 1,691,293 | 7 | Feb. & Aug. | New York. | 1861 | 85 | Buffalo Branch | 186,400 | 7 | Jan. & July. | " | 1891 | |
| 1st Mortgage sterling | 1,000,000 | 7 | " | " | 1891 | | New York and Harlem: | | | | | | |
| Scioto & Hocking Val. R. mort. | 300,000 | 7 | | | | | 1st Mortgage | 3,000,000 | 7 | May & Nov. | New York. | 1873 | 98 |
| Memphis and Charleston: | | | | | | | Consolidated | 1,000,000 | 7 | Feb. & Aug. | " | | 100 |
| State (Tenn.) Loan | 1,100,000 | 6 | | | 1880 | | 3d Mortgage | 980,300 | 7 | Jan. & July. | " | 1887 | 94 |
| 1st Mortgage | 1,000,000 | 7 | | | | | New York and New Haven: | | | | | | |
| Memphis, Clarksv. and Louisv. | | | | | | | Plain Bonds, Coupon | 912,000 | 7 | June & Dec. | New York. | 1866 | 107 1/2 |
| State (Tenn.) Loan | 910,000 | 6 | | | | | Mortgage Bonds Coupon | 1,088,000 | 6 | April & Oct. | " | 1874 | |
| Memphis and Ohio: | | | | | | | N. York, Providence and Boston. | | | | | | |
| State (Tenn.) Loan | 1,340,000 | 6 | | | | | 1st Mortgage | 247,000 | 6 | Feb. & Aug. | New York. | '72-'78 | |

AMERICAN RAILROAD JOURNAL.

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

| Description | Amount | Interest | Interest | | Due | Price | Description | Amount | Interest | Interest | | Due | Price |
|-------------------------------------|-------------|----------|------------------|----------------|---------|-------|-------------------------------------|-----------|----------|---------------|----------------|---------|-------|
| | | | When payable. | Where payable. | | | | | | When payable. | Where payable. | | |
| North Carolina: | | | | | | | Race and Mississippi: | | | | | | |
| State Loan | \$3,000,000 | 6 | | | | | 1st Mortgage (Eastern Division) | \$680,000 | 8 | | New York. | | |
| North-Eastern (S. C.): | | | | | | | 1st Mortgage (West'n Division) | 757,000 | 8 | | " " | 1875 | 35 |
| 1st Mortgage | 700,000 | | | | | | Raleigh and Gaston: | | | | | | |
| 2d Mortgage | 224,500 | | | | | | Coupon | 100,000 | | | | 1862 | |
| Northern Central: | | | | | | | Richmond and Danville: | | | | | | |
| Balt. and Susq. R. R. (Coupons) | 150,000 | 6 | Jan. Ap. Ju. Oc. | Baltimore. | 1866 | 87 | State (Va.) Loan (34 years) | 600,000 | 6 | Feb. & Aug. | New York. | var. | |
| Md. State Loan (irredeemable) | 1,500,000 | 6 | | " | 1870 | 102 | Guaranteed by State | 200,000 | 7 | April & Oct. | Richmond. | 1875 | |
| York and Cumberland 1st Mort. | 175,000 | 6 | May & Nov. | " | 1871 | | Mortgage (Coupon) | 250,000 | 7 | Feb. & Aug. | " | 1859 | |
| York and Cumberland 2d Mort. | 25,000 | 6 | Jan. & July. | " | 1877 | 91 | Richmond, Fred. and Potomac: | | | | | | |
| Y. and C. guar. by Balt. 3d Mort. | 500,000 | 6 | | " | 1885 | 88½ | Sterling (£37,000) | 324,000 | 6 | | | 1860 | |
| Construction, 2d Mort. | 2,500,000 | 6 | Jan. & July. | " | | | Richmond and Petersburg: | | | | | | |
| Northern (Ogdensburg): | | | | | | | Coupon | 150,000 | | | | 1875 | |
| 1st Mortgage | 1,500,000 | 7 | April & Oct. | New York. | 1859 | 90 | Rutland and Burlington: | | | | | | |
| 2d Mortgage | 3,077,000 | 7 | | " | 1861 | 39½ | 1st Mortgage | 1,800,000 | 7 | Feb. & Aug. | Boston. | 1863 | 97 |
| North Missouri: | | | | | | | 2d Mortgage | 937,500 | 7 | " | " | 1863 | 28 |
| State Loan (30 years) | 4,350,000 | 6 | Jan. & July. | New York. | '72-'87 | 95 | 3d Mortgage | 440,000 | 7 | " | " | 1863 | 1 |
| North Pennsylvania: | | | | | | | Sacramento Valley: | | | | | | |
| Mortgage | 2,500,000 | 6 | April & Oct. | Philadelphia. | 1875 | 86½ | 1st Mortgage | 400,000 | 10 | Jan. & July. | New York. | 1875 | |
| Chattal Mortgage | 300,000 | 10 | " | " | 1887 | 113½ | 2d Mortgage | 329,000 | 10 | Feb. & Aug. | San Francisco. | 1881 | |
| Northern (N. H.): | | | | | | | Sandusky, Dayton and Cincinnati: | | | | | | |
| Bonds due 1864 and 1874 | 220,700 | 6 | April & Oct. | Boston. | '64-'74 | 92 | 1st Mortgage | 920,000 | 7 | Feb. & Aug. | | 1900 | |
| Norwich and Worcester: | | | | | | | 2d Mortgage | 77,000 | 7 | | | 1866 | |
| Mass. State Loan | 400,000 | 6 | Jan. & July. | Boston. | 1877 | | 3d Mortgage | 201,500 | 7 | | | 1875 | |
| Bonds for Dividend Scrip. | 100,000 | 7 | " | New York. | '64-'74 | | Six per cents | 75,598 | 6 | | | 1878 | |
| Steamboat Bonds | 200,000 | 7 | Feb. & Aug. | " | '63-'70 | | Sand'sky, Mansfield and Newark: | | | | | | |
| Ohio and Mississippi (O. and Ind.): | | | | | | | 1st Mortgage | 1,200,000 | 7 | Jan. & July. | New York. | 1866 | 80 |
| 1st Mortgage | 2,050,000 | 7 | Jan. & July. | New York. | 1872 | 96 | Saratoga and Whitehall: | | | | | | |
| 2d Mortgage | 258,000 | 7 | April & Oct. | " | 1880 | | 1st Mortgage | 250,000 | 7 | April & Oct. | New York. | 1865 | |
| Construction | 4,242,000 | 7 | March & Sept. | " | 1876 | 17 | 1st Mortgage (R. and W. Br.) | 100,000 | 7 | March & Sept. | " | 1866 | |
| Income | 3,220,000 | 7 | May & Nov. | " | 1881 | | Seaboard and Roanoke: | | | | | | |
| Orange and Alexandria: | | | | | | | 1st Mortgage | 300,000 | 7 | | | 1880 | |
| 1st Mortgage | 400,000 | 6 | May & Nov. | New York. | 1866 | | 2d Mortgage | 75,000 | 7 | | | 1870 | |
| 2d Mortgage or 1st Extension | 1,200,000 | 6 | Jan. & July. | " | 1875 | | South Carolina: | | | | | | |
| 2d Extension | 600,000 | 8 | May & Nov. | " | 1873 | | State Loan | 187,000 | 5 | | | 1868 | |
| Pacific (Mo.): | | | | | | | Sterling | 183,333 | 5 | | | 1863 | |
| State (Mo.) Loan | 7,000,000 | 6 | Jan. & July. | New York. | '71-'87 | 76½ | Sterling | 2,000,000 | 5 | | London. | 1866 | |
| State Loan (S. W. Branch) | 1,288,000 | 6 | " | " | '87-'89 | | Southern Mississippi: | | | | | | |
| Construction Main Line | 1,314,000 | 7 | " | " | | 55 | 1st Mortgage | 500,000 | | | | | |
| " S. W. Branch | 3,232,000 | 7 | " | " | | | South-Western (Ga.): | | | | | | |
| St. Louis County bonds | 13,000 | 7 | " | " | 1885 | | 1st Mortgage | 631,000 | | | | 1875 | |
| Panama: | | | | | | | *Springfield, Mt. Vern. and Pittsb. | | | | | | |
| 1st Mortgage Sterling | 1,250,000 | 7 | April & Oct. | London. | 1865 | 100 | 1st Mortgage | 500,000 | | | | | |
| 2d Mortgage Sterling | 1,150,000 | 7 | Feb. & Aug. | " | 1872 | | *Steubenv. and Ind. (P. C. and O.): | | | | | | |
| Peninsula: | | | | | | | 1st Mortgage | 1,500,000 | 7 | Jan. & July. | Philadelphia. | 1870 | |
| 1st Mortgage | 1,029,000 | 7 | March & Sept. | New York. | 1899 | | 2d Mortgage | 900,000 | 7 | " | " | 1865 | |
| Pennsylvania: | | | | | | | St. Louis and Iron Mountain: | | | | | | |
| 1st Mortgage | 4,960,000 | 6 | Jan. & July. | Philadelphia. | 1880 | 100 | State (Mo.) Aid | 3,501,000 | 6 | | New York. | | 50 |
| 2d Mortgage | 2,621,000 | 6 | April & Oct. | " | 1875 | 94½ | St. Louis City Subscription | 500,000 | | | | | |
| 2d Mortgage Sterling | 2,283,840 | 6 | " | London. | 1875 | | St. Louis County Subscription | 1,000,000 | | | | | |
| State Works Bonds | 6,800,000 | 5 | Jan. & July. | Harrisburg. | 1894 | 105 | Sunbury and Erie: | | | | | | |
| Penobscot and Kennebec: | | | | | | | 1st Mort. (Sunbury to W'map't) | 1,000,000 | 7 | April & Oct. | Philadelphia. | 1877 | 111 |
| Bangor City 1st Mort. (Coupon) | 780,000 | 6 | April & Oct. | Boston. | '74-'75 | | Mortgage (half to State) | 7,000,000 | 5 | Jan. & July. | " | '75-'78 | |
| 2d Mortgage (Coupon) | 277,000 | 6 | Feb. & Aug. | Bangor. | 1876 | | Syracuse, Binghamton and N. Y.: | | | | | | |
| 3d Mortgage (Coupon) | 166,500 | 6 | March & Sept. | " | 1871 | | 1st Mortgage Coupon | 1,400,000 | 7 | April & Oct. | New York. | 1876 | |
| Peoria and Oquawka: | | | | | | | St. Louis, Alton & Terre Haute: | | | | | | |
| 1st Mort. (W. Ext.) convertible. | 500,000 | 8 | May & Nov. | New York. | 1862 | | 1st Mortgage (series A) | 1,100,000 | 7 | Jan. & July. | New York. | 1894 | 90 |
| 1st Mort. (E. Ext.) convertible. | 500,000 | 8 | June & Dec. | " | 1873 | | " (series B) | 1,100,000 | 7 | April & Oct. | " | 1894 | |
| Fetersburg and Lynchburg (S. Side): | | | | | | | 2d " pref. (series C) | 1,400,000 | 7 | Feb. & Aug. | " | 1894 | 79 |
| State (Va.) Loan (S. F.) | 800,000 | 7 | | | | | " " (series D) | 1,400,000 | 7 | May & Nov. | " | 1894 | 73 |
| 1st Mortgage (1859-'70-'75) | 365,000 | 6 | | | | var. | " " Income (series E) | 1,700,000 | 7 | " | " | 1894 | |
| 2d Mortgage (1862-'70-'75) | 378,000 | 6 | | | | var. | Toledo, Peoria & Warsaw: | | | | | | |
| Special Mortgage (1865-'68) | 175,000 | 6 | | | | var. | 1st Mortgage | 1,291,000 | 7 | June & Dec. | New York. | 1894 | |
| Last Mortgage (1861 to 1869) | 123,500 | 8 | | | | var. | Terre Haute and Richmond: | | | | | | |
| Phila., Germant'n and Norrist'n: | | | | | | | 1st Mortgage (convertible) | 94,000 | 7 | March & Sept. | New York. | 1866 | |
| Consolidated Loan | 119,800 | 6 | Jan. & July. | Philadelphia. | 1885 | 105 | Toledo and Wabash: | | | | | | |
| Convertible Loan | 292,500 | 6 | " | " | 1885 | 119 | 1st M. (Toledo and Wabash) | 900,000 | 7 | Feb. & Aug. | New York. | 1865 | 91 |
| Philadelphia and Reading: | | | | | | | 1st M. (L. E. Wab. and St. Louis) | 2,500,000 | 7 | " | " | 1865 | |
| Bonds of 1836 (unconvertible) | 408,000 | 5 | Jan. & July. | Philadelphia. | 1867 | | 2d M. (Toledo and Wabash) | 1,000,000 | 7 | May & Nov. | " | 1878 | 74½ |
| " 1836 | 182,400 | 5 | " | " | 1880 | | 2d M. (Wabash and Western) | 1,500,000 | 7 | " | " | 1878 | |
| " 1849 | 2,866,600 | 6 | April & Oct. | " | 1870 | 91 | Sinking Fund Bonds | 152,255 | 7 | | | | 83 |
| " 1861 | 106,000 | 6 | Jan. & July. | " | 1871 | 96 | Equipment bonds | 600,000 | 7 | | | | |
| " 1843 | 1,525,800 | 6 | " | " | 1880 | 90 | Vermont Central: | | | | | | |
| " 1844 | 804,000 | 6 | " | " | 1880 | 91½ | 1st Mortgage Coupon | 3,000,000 | 7 | May & Nov. | Boston. | 1861 | 80 |
| " 1848 | 101,000 | 6 | " | " | 1880 | 91 | 2d Mortgage Coupon | 1,000,000 | 7 | Jan. & July. | " | 1867 | 21 |
| " 1849 | 67,000 | 6 | " | " | 1880 | 91 | Virginia Central: | | | | | | |
| " 1857 (convertible) | 564,000 | 6 | " | " | 1886 | 116 | Mort., guaranteed by State of Va. | 100,000 | 6 | Jan. & July. | Richmond. | 1880 | |
| " 1866 | 60,000 | 7 | " | " | 1886 | | Mortgage (coupons) | 198,500 | 5 | " | Richm'd & | 1872 | |
| Bonds and mort. on Real Estate | 506,579 | | | | | | Mortgage (coupons) | 926,000 | 5 | " | New York. | 1884 | |
| Phila., Wilmington and Baltimore: | | | | | | | Virginia and Tennessee: | | | | | | |
| Mortgage Loan | 812,000 | 6 | Jan. & July. | Philadelphia. | 1884 | | State (Va.) Loan | 1,000,000 | 6 | Jan. & July. | Richmond. | 1887 | |
| Pittsburg and Connellsville: | | | | | | | 1st Mortgage | 500,000 | 6 | " | New York. | 1872 | |
| 1st Mortgage (Turtle Cr. Div.) | 400,000 | 6 | Feb. & Aug. | New York. | 1889 | 74½ | 2d or Enlarged Mortgage | 1,000,000 | 6 | " | " | 1884 | |
| Pittsb'g, Ft. Wayne and Chicago: | | | | | | | Balt Works Br. Mort. due '63-'61 | 203,000 | 6 | " | Lynchburg. | var. | |
| 1st Mortgage (series A) | 875,000 | 7 | Jan. & July. | New York. | 1912 | 102½ | Warren (N. J.): | | | | | | |
| " (series B) | 875,000 | 7 | Feb. & Aug. | " | 1912 | | 1st Mortgage | 650,000 | 7 | Feb. & Aug. | New York. | 1875 | |
| " (series C) | 875,000 | 7 | Mar. & Sept. | " | 1912 | | Warwick Valley, N. Y.: | | | | | | |
| " (series D) | 875,000 | 7 | April & Oct. | " | 1912 | | 1st Mortgage | 80,000 | 7 | April & Oct. | New York. | 1880 | 87½ |
| " (series E) | 875,000 | 7 | May & Nov. | " | 1912 | | " Mortgage | 25,000 | 7 | Jan. & July. | Chester. | 1871 | 70 |
| " (series F) | 875,000 | 7 | Jun. & Dec. | " | 1912 | | Watertown and Rome: | | | | | | |
| 2d " (series G) | 860,000 | 7 | Jan. & July. | " | 1912 | 96½ | Mortgage (new bonds) | 800,000 | 7 | March & Sept. | New York. | 1880 | 107½ |
| " (series H) | 860,000 | 7 | Feb. & Aug. | " | 1912 | | Western (Mass.): | | | | | | |
| " (series I) | 860,000 | 7 | Mar. & Sept. | " | 1912 | | Sterling (£899,900) | 4,319,520 | 5 | April & Oct. | London. | '68-'71 | |
| " (series J) | 860,000 | 7 | April & Oct. | " | 1912 | | Dollar Bonds | 850,000 | 6 | " | Boston. | 1875 | 98½ |
| " (series K) | 860,000 | 7 | May & Nov. | " | 1912 | | Albany City Bonds | 1,000,000 | 6 | Jan. & July. | " | '66-'78 | 93 |
| " (series L) | 860,000 | 7 | June & Dec. | " | 1912 | | Hudson & Boston R. R. Loan | 150,000 | 6 | June & Dec. | " | dem. | |
| 3d " (series M) | 2,000,000 | 7 | April | " | 1912 | 85 | Elmira and Williamsport: | | | | | | |
| Bridge Bonds | 181,500 | 7 | May & Nov. | Philadelphia. | 1876 | | 1st Mortgage | 1,000,000 | 7 | Jan. & July. | Philadelphia. | 1880 | 96 |
| Chicago Depot Bonds | 49,500 | 6 | May & Nov. | Chicago. | 1865 | | Wilmington and Manchester: | | | | | | |
| Pittsburg and Steubenville: | | | | | | | 1st Mortgage | 596,000 | 7 | May & Nov. | New York. | 1866 | |
| Mortgage | 800,000 | 7 | Feb. & Aug. | New York. | 1865 | | 2d Mortgage | 200,000 | 7 | " | " | 1872 | |
| Potomac and Watertown: | | | | | | | Wilmington and Weldon: | | | | | | |
| 1st Mortgage | 1,000,000 | 7 | June & Dec. | New York. | '64-'74 | | Mortgage, payable in England | 443,555 | 5 | Jan. & July. | London. | 1863 | |
| Quincy and Chicago | | | | | | | Sterling, issued in 1855 | 144,500 | 6 | | | 1863 | |
| 1st Mortgage | 1,250,000 | | | | | | Company's endorsed by State. | 150,000 | 6 | | | 1873 | |

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

| Years ending. | Railroad. | | | Equipment. | | | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | | | |
|---------------|------------|---------------------------|------------------------|--------------------------------|----------|------------|---------------------------------------|--|----------------|----------------------------|---------------------------|--------------------------|----------------|--|-----------|--|---|-----------|---------|------------|----------|-----|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or projected. | Cars. | | | Property and Assets. | | | | Liabilities. | | | | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Gross. | | Dividends. | Price of | |
| | | | | | Engines. | Passenger. | Freight, etc. | Railroad and Appurtenances. | Rolling Stock. | Invested in foreign works. | Share Capital paid in. | Bonds and Mortgage Debt. | Floating Debt. | Balance Total, incl. all other assets and liabilities. | Gross. | | | Net. | | | | |
| | | | | | | | | | | | | | | | | | | | No. | | | No. |
| M. | M. | M. | M. | No. | No. | No. | Companies. | | | | | | | M. | M. | \$ | \$ | P. C. | | | | |
| ALABAMA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Jun. '80 | 65.0 | | | 50.6 | | | Alabama and Florida | 1,451,386 | | | | 877,953 | 508,500 | 105,255 | 1,515,704 | 54.0 | | 101,102 | 87,886 | | | |
| 28 Feb. '59 | 30.3 | | | 58.1 | 2 | 19 | Alabama and Mississippi | 461,505 | 30,991 | | | 385,010 | 109,500 | 21,632 | 1,518,965 | 30.3 | | 55,791 | 31,892 | | | |
| 31 May '60 | 109.6 | | | 57.8 | 11 | 9 | Ala. and Tennessee Rivers | 2,261,927 | 184,906 | | | 1,067,008 | 777,777 | 240,485 | 2,476,023 | 109.6 | | 207,626 | 111,232 | | | |
| 30 Jun. '59 | 67.0 | | | 171.8 | | | Mobile and Girard | 1,500,000 | | | | | | | | 67.0 | 236,791 | 76,773 | 21,006 | | | |
| 1 May, '61 | 49.3 | 13.5 | | 49.4 | 40 | 28 | Mobile and Ohio | 12,000,000 | | | | | | | | | | 1,402,858 | 696,370 | | | |
| 29 Feb. '60 | 88.5 | 28.4 | | | 23 | 14 | Montgomery and West Point. | 1,838,718 | 427,265 | 100,000 | 1,419,769 | 922,822 | 23,579 | 2,582,505 | 116.9 | | | 505,156 | 260,269 | 6 | | |
| ARKANSAS. | | | | | | | | | | | | | | | | | | | | | | |
| 3 Nov. '55 | 38.5 | | | 107.5 | | | Memphis and Little Rock | 553,877 | | | | 251,524 | 446,000 | 10,725 | 811,949 | | | | | | | |
| CALIFORNIA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Dec. '80 | 22.5 | | | | | | Sacramento Valley | 1,493,850 | | | | 793,850 | 700,000 | | 1,493,850 | 22.5 | | 230,251 | 104,694 | | | |
| CONNECTICUT. | | | | | | | | | | | | | | | | | | | | | | |
| 31 July '64 | 23.8 | | 1.0 | | 4 | 5 | Danbury and Norwalk | 346,299 | 66,483 | | | 307,080 | 95,000 | 781 | | 23.8 | 53,325 | 89,470 | 46,029 | 7 | | |
| 31 Jan. '65 | 122.4 | | 17.0 | 75.1 | 16 | 20 | Hartford, Provid. and Fishkill | 3,902,356 | 302,511 | | | 2,037,940 | 1,866,740 | | 122.4 | 317,844 | 517,808 | 134,509 | | | | |
| 31 Aug. '65 | 61.6 | 13.6 | 66.2 | | 22 | 37 | Hartford and New Haven | 3,244,319 | 254,000 | 533,490 | 3,000,000 | 927,000 | | 4,654,383 | 75.2 | 451,235 | 1,459,711 | 413,628 | 12 | 117 | | |
| 31 Dec. '64 | 74.0 | | 8.9 | | 10 | 12 | Housatonic | 2,439,775 | | 28,200 | 2,000,000 | 191,000 | | 47,900 | 2,085,438 | 124.0 | 203,329 | 428,518 | 160,702 | | | |
| 31 Dec. '64 | 57.0 | | 1.3 | | 8 | 11 | Naugatuck | 1,464,128 | | | 1,100,000 | 300,000 | | 29,149 | 145,055 | 62.0 | 145,055 | 300,167 | 140,391 | 16 | 117 | |
| 28 Feb. '65 | 80.0 | | 2.6 | | 8 | 10 | N. Haven, N. London and Ston. | 1,454,040 | | | 738,538 | 766,000 | | | 62.0 | 161,182 | 274,887 | 104,391 | | | | |
| 30 Nov. '64 | 84.8 | 5.3 | 2.6 | | 8 | 12 | New Haven and Northampton | 2,236,485 | 41,560 | | 1,010,000 | 660,000 | | | 66.0 | 49,665 | 197,387 | 85,946 | 34 | 85 | | |
| 31 Dec. '64 | 66.0 | | 6.9 | | 29 | 76 | New London Northern | 724,536 | | | 668,805 | 61,000 | | 810,982 | 66.0 | 211,886 | 270,672 | 54,299 | | | | |
| 31 Mar. '65 | 61.3 | 1.0 | 68.8 | | 29 | 76 | New York and New Haven | 4,729,607 | 932,365 | | 3,619,600 | 2,000,000 | | 6,810,340 | 117.4 | 662,766 | 1,847,291 | 622,569 | 9 | 114 | | |
| 30 Nov. '64 | 59.4 | 7.0 | 8.2 | | 18 | 17 | Norwich and Worcester | 2,463,983 | 149,711 | | 2,383,600 | 607,000 | 10,962 | 3,238,551 | 66.4 | 344,463 | 631,728 | 244,471 | 71 | 98 | | |
| DELAWARE. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Oct. '60 | 84.3 | | 10.7 | | | | Delaware | 1,552,257 | | | | 406,132 | 870,000 | 271,877 | 1,607,684 | 84.3 | 136,631 | 188,970 | 41,466 | | | |
| 31 Oct. '62 | 16.2 | | | | | | Newcastle and Frenchtown | 704,860 | | 18,535 | | 744,520 | | 6,024 | 749,544 | 5.0 | | 27,283 | 10,390 | 9 | | |
| FLORIDA. | | | | | | | | | | | | | | | | | | | | | | |
| | 154.2 | | | 150 | | | Florida | | | | | | | | | | | | | | | |
| 30 Apr. '60 | 32.0 | | 3.0 | 13.0 | 3 | 1 | Florida and Alabama | 532,791 | 30,586 | | | 191,456 | 195,000 | 75,894 | 619,112 | 32.0 | | 7,857 | 5,585 | | | |
| | 59.9 | | 5.0 | | | | Florida and Atlantic and Gulf Central | | | | | | | | | | | | | | | |
| | 100.0 | 3.9 | 10.0 | 158.5 | | | Pensacola and Georgia | | | | | | | | | | | | | | | |
| GEORGIA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Jan. '60 | 86.7 | | | | 16 | 7 | Atlanta and West Point | 1,192,389 | | | | 1,250,000 | 128,000 | | 1,597,385 | 86.7 | | 418,030 | 265,827 | 8 | 126 | |
| | 92.6 | | 8.7 | 70.9 | | | Atlanta and Gulf—M. Trunk | | | | | | | | | | | | | | | |
| 31 Dec. '60 | 53.0 | | | | | | Augusta and Savannah | 1,032,200 | | | | 733,700 | 129,500 | | | 53.0 | | 168,988 | 95,612 | | | |
| 30 Apr. '60 | 43.5 | | | 23.7 | | | Brunswick and Florida | 755,000 | | | | 151,887 | | | | 43.5 | | | | | | |
| 30 Nov. '60 | 191.0 | | | | 53 | 62 | Central of Georgia (and Bank) | 4,326,800 | | | 4,396,800 | | | | 6,590,173 | 229.0 | 879,468 | 1,715,025 | 764,774 | 10 | | |
| 31 Mar. '60 | 171.0 | 61.0 | | | | | Georgia (and Bank) | 4,156,000 | | 1,003,650 | 4,156,000 | 312,500 | | 8,123,343 | 102.0 | | 1,159,188 | 528,043 | 8 | 100 | | |
| 30 Nov. '60 | 102.5 | | | | 19 | 18 | Macon and Western | 1,500,000 | | | 1,500,000 | | 12,295 | | 226,241 | 404,613 | 212,676 | 19 | 72 | | | |
| 31 July '59 | 50.0 | | | | 7 | 2 | Muscogee | 774,244 | 162,534 | | 669,950 | 249,000 | | 1,026,865 | 50.0 | | 202,714 | 110,516 | 8 | | | |
| 1 May, '58 | 68.1 | | | | 3 | 4 | Savannah, Albany and Gulf | 1,386,634 | 52,374 | | 1,275,901 | 10,200 | 180,621 | 1,473,140 | 71.6 | | | | | | | |
| 31 July '60 | 106.1 | 100.8 | 16.2 | | 18 | 22 | South Western | 3,770,425 | | | 2,921,900 | 396,500 | 19,913 | 3,822,913 | 228.8 | | | 388,883 | 13 | | | |
| 30 Sep. '59 | 138.0 | | | | 52 | 24 | Western and Atlantic | 5,901,497 | | | built and own'd by State. | | | | 181.0 | | | 832,343 | 454,541 | | | |
| ILLINOIS. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '64 | 220.0 | | | | 49 | 32 | Chicago and Alton | 8,308,919 | | 659,100 | 4,203,300 | 4,054,000 | | 9,890,568 | 220.0 | 1,104,197 | 2,770,454 | 1,273,518 | 71 | 105 | | |
| 30 Apr. '65 | 317.0 | 83.0 | 47.0 | | 105 | 49 | Chicago, Burlington and Quincy | 12,537,020 | 2,518,233 | | 8,376,510 | 5,924,969 | | 16,464,285 | 400.0 | 1,963,105 | 5,728,910 | 2,752,273 | 20 | 118 | | |
| 31 May, '65 | 242.0 | 689.0 | | | 154 | 94 | Chicago and Northwestern | 37,323,791 | | 1,340,728 | 26,155,641 | 12,020,483 | 825,398 | 39,680,452 | 330.0 | | 6,820,750 | 1,802,272 | 35 | | | |
| 31 Mar. '65 | 181.8 | | | | 59 | 69 | Chicago and Rock Island | 7,804,923 | | 500,000 | 6,000,000 | 1,450,500 | | 9,484,562 | 228.4 | 1,212,654 | 3,359,391 | 1,891,705 | 6 | 102 | | |
| 31 May, '65 | 174.5 | 5.5 | 14.3 | | 21 | 22 | Great Western | 4,039,561 | | | 1,648,561 | 2,350,000 | | 4,214,342 | 102.5 | | 742,097 | 377,476 | | | | |
| 31 Dec. '64 | 454.8 | 252.5 | | | 128 | 78 | Illinois Central | 29,675,101 | | | 20,808,160 | 13,232,000 | | 38,080,110 | 708.3 | 3,386,850 | 6,329,447 | 2,468,194 | 8 | 133 | | |
| 1 Jun. '65 | 111.0 | | | | 15 | 14 | Toledo, Peoria & Warsaw | 3,880,955 | 464,000 | | 2,653,955 | 1,391,000 | | 4,344,955 | 111.0 | | 439,874 | 210,910 | | | | |
| 31 Dec. '64 | 185.0 | 14 | 12.2 | | 42 | 28 | St. Louis, Alton & Terre Haute | 10,700,000 | | | 4,000,000 | 6,700,000 | | 10,700,000 | 209.0 | | 2,084,074 | 603,767 | | | | |
| INDIANA. | | | | | | | | | | | | | | | | | | | | | | |
| | 109.0 | | | | | | Cincinnati and Chicago | 2,080,433 | | | 1,106,679 | 1,006,125 | | | 109.0 | | | | | | | |
| 31 Aug. '65 | 32.0 | | | | 14 | 10 | Evansville and Crawfordsville | 2,312,344 | 288,255 | | 1,142,834 | 1,240,000 | | 2,726,187 | 132.0 | 246,146 | 552,128 | 246,720 | | | | |
| 31 Dec. '62 | 12.4 | | | | 19 | 17 | Indiana Central | 1,667,039 | | 26,641 | 611,050 | 1,254,500 | 15,900 | 2,102,767 | 109.0 | | 442,898 | 158,541 | | | | |
| 31 Dec. '58 | 89.8 | 20.2 | | | 23 | 19 | Indianapolis and Cincinnati | 2,497,952 | 640,043 | 25,689 | 1,639,900 | 1,382,284 | 140,659 | 3,458,108 | 110.0 | | 448,568 | 230,834 | 9 | 100 | | |
| 31 Dec. '64 | 84.0 | | | | 15 | | Ind., Pittsburg and Cleveland | 2,735,556 | | | 1,372,000 | 997,000 | | 2,975,878 | 84.0 | 384,539 | 771,763 | 307,832 | | | | |
| 1 Dec. '62 | 78.0 | | 11.0 | | 15 | 14 | Jeffersonville | 1,549,518 | | 278,334 | 1,015,907 | 621,000 | | 1,752,228 | 108.0 | 312,859 | 527,863 | 268,156 | | | | |
| 31 Mar. '64 | 86.0 | 46.0 | | | 17 | 10 | Indianapolis and Madison | 1,464,347 | | | 819,900 | 640,000 | | 1,538,743 | 132.0 | | 315,172 | 117,941 | 6 | 100 | | |
| | 288.0 | | | | | | Louisv., N. Albany & Chicago | 6,000,000 | | | 2,800,000 | 3,000,000 | 2,000,000 | 6,000,000 | 288.0 | | 645,827 | 371,400 | | | | |
| 30 Nov. '64 | 73.0 | | | | 21 | 28 | Terre Haute and Richmond | 1,983,150 | | 169,379 | 1,900,150 | 88,000 | | 3,063,108 | 73.0 | 370,555 | 1,007,979 | 621,254 | 18 | 169 | | |
| IOWA. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Apr. '65 | 75.5 | | | 176.5 | | | Burlington and Missouri River | 2,003,589 | 173,787 | | 1,497,947 | 1,343,870 | | 2,929,782 | 75.5 | 112,434 | 431,606 | 155,347 | | | | |
| 31 Dec. '64 | 100.0 | | | 220.0 | 11 | 7 | Dubuque and Sioux City | 4,723,123 | 68,951 | | 3,649,396 | 960,000 | 27,364 | 4,891,849 | 100.0 | 200,813 | 412,156 | 162,238 | | | | |
| 1 Jun. '58 | 38.5 | | | 101.3 | 4 | 1 | Keok. Ft. Des Moines & Minn. | 1,037,376 | 82,499 | | 921,449 | 570,000 | | 1,713,342 | 38.5 | 11 mo's | 458,821 | 21,356 | | | | |
| 30 Jun. '65 | 135.0 | 95.0 | | 312.0 | | | Mississippi and Missouri | 10,715,532 | | | 3,452,300 | 7,145,252 | 118,000 | 10,715,532 | 230.0 | | | | | | | |
| KENTUCKY. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Oct. '59 | 80.0 | | | | | | Covington and Lexington | 3,745,971 | 276,024 | | 1,582,169 | 2,930,000 | 337,532 | 4,375,993 | 111.8 | | | 428,408 | 227,534 | | | |
| 30 Jun. '55 | 29.0 | | 3.1 | | | | Lexington and Frankfort | 605,298 | 52,300 | | 514,573 | 79,000 | | 736,513 | 29.0 | | 188,433 | 63,774 | | | | |
| 30 Jun. '65 | 65.1 | | 6.4 | | 4 | 13 | Louisville and Frankfort | 1,532,645 | 128,735 | 12,200 | 1,109,594 | 276,000 | | 1,973,312 | 65.1 | 236,061 | 419,548 | 139,817 | 6 | 80 | | |
| 30 Jun. '65 | 135.0 | 101.0 | 21.3 | 47.5 | 60 | 42 | Louisville and Nashville | 9,685,964 | | | 5,627,871 | 3,297,000 | 39,307 | 12,578,715 | 300.0 | 933,047 | 4,314,540 | 2,172,516 | 8 | | | |
| LOUISIANA. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '60 | 80.0 | | | 178.0 | 12 | 37 | N. O. Opelousas and Gr. West'n | 3,954,420 | 505,260 | | 3,242,318 | 568,000 | 339,297 | 5,855,320 | 80.0 | 180,204 | 481,922 | 225,640 | | | | |
| 31 Mar. '61 | 206.0 | | | 205.0 | 45 | 37 | N. O. Jackson and Gr. Northern | 5,570,452 | 1,040,752 | | 2,665,000 | 1,150,717 | | 9,386,919 | 206.0 | | 1,232,624 | 555,434 | | | | |
| 31 Aug. '60 | 53.7 | | | 135.3 | | | Vicksburg, Sreepport & Texas. | 1,682,091 | | | 1,233,015 | 248,969 | 108,434 | 1,710,819 | 53.7 | | | | | | | |
| MICHIGAN. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '62 | 57.0 | | | | | | Chic. Detroit & Can. G.T. June. | built and equip'd by G. T. R. R. Co. of Canada | | | 2,950,000 | 4,250,000 | | 9,0 | | | | | | | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not ascertained." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

| Years ending. | Railroad. | | | | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | Earnings. | | | | | | |
|----------------|------------|---------------------------|------------------------|--------------------------------|------------|---------------|---------------|----------------------------------|-----------------------------|----------------|----------------------------|------------------------|---------------------------|----------------|------------|--|--|---|-----------|---------|------------|------------------|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Sidings. | Road in progress or projected. | Cars. | | Freight, etc. | | Property and Assets. | | | Liabilities. | | | | Balance Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Gross. | | Dividends. | Price of shares. |
| | | | | | Passenger. | Freight, etc. | | | Railroad and appurtenances. | Rolling-Stock. | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Gross. | | | | Net. | | | |
| M. | M. | M. | M. | No. | No. | No. | | | | | | | | | | | | | | p. c. | | |
| MAINE. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov. '02 | 55.0 | — | — | — | 6 | 4 | 74 | Androscoggin | 1,060,000 | — | — | 151,833 | 444,633 | 205,584 | 757,881 | 38.5 | 76,344 | 79,761 | 43,461 | — | — | |
| 30 Jun. '02 | 149.0 | — | — | — | 41 | 17 | 349 | Atlantic and St. Lawrence | 6,788,206 | 867,734 | — | 2,494,900 | 3,068,491 | — | 7,938,475 | 149.0 | oper. by Gd. Tr. | — | — | — | 45 | |
| 30 Sep. '01 | 63.0 | 9.5 | 8.0 | — | 12 | 11 | 120 | Kennebec and Portland | 2,871,264 | — | — | 1,287,779 | — | 271,144 | 2,990,998 | 106.5 | 139,953 | 172,113 | 91,487 | — | — | |
| 31 May, '03 | 99.7 | 9.5 | — | — | 13 | 20 | 231 | Maine Central | 4,211,878 | — | — | 21,925 | 1,060,800 | 139,361 | 4,269,308 | 106.2 | 186,240 | 323,032 | 174,028 | — | — | |
| 31 May, '05 | 51.3 | — | — | — | 12 | 4 | 119 | Portland, Saco and Portsmouth | 1,491,207 | — | — | 100,000 | 1,500,000 | — | 1,600,004 | 51.3 | 161,056 | 450,222 | 236,767 | 6 | 94 | |
| May, '00 | 37.0 | — | — | — | — | — | — | Somerset and Kennebec | 783,763 | — | — | 169,200 | 556,600 | — | — | 37.0 | — | 55,408 | 29,404 | — | — | |
| MARYLAND. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '02 | 279.6 | 7.2 | — | — | 225 | 100 | 3,000 | Baltimore and Ohio | 21,324,873 | 3,621,755 | 3,990,254 | 16,151,962 | 10,781,833 | 630,555 | 33,673,644 | 288.8 | 1,933,769 | 4,481,859 | 3,054,653 | 6 | 112 | |
| 30 Sep. '02 | 30.0 | — | — | — | 7 | 33 | 167 | Washington Branch | 1,650,000 | — | — | 1,650,000 | — | — | 2,322,262 | 30.0 | — | 778,417 | 628,589 | 9 | 127 | |
| 31 Dec. '01 | 138.0 | 4.0 | 25.0 | — | 60 | 47 | 3,529 | Northern Central | 7,847,041 | 1,104,744 | 123,775 | 3,344,800 | 4,850,000 | — | 12,273,647 | 261.0 | 1,099,348 | 3,051,669 | 1,085,387 | 11 | 45 | |
| MASSACHUSETTS. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Nov. '04 | 29.7 | 1.8 | 18.8 | — | 8 | — | 7 | Boston, Hartford & Erie | 9,971,981 | 249,748 | — | 8,500,000 | 3,806,000 | 169,363 | 12,475,363 | — | 4,323.21 | 650,999 | 182,610 | 6 | 94 | |
| 30 Nov. '04 | 74.3 | 8.8 | 51.1 | — | 24 | 38 | 534 | Boston and Lowell | 2,452,248 | 183,346 | 360,753 | 1,830,000 | 640,000 | 12,326 | 2,996,346 | 70.9 | 737,506 | 1,272,600 | 443,332 | 8 | 118 | |
| 30 Nov. '04 | 47.0 | 7.0 | 32.5 | — | 26 | 43 | 266 | Boston and Maine | 3,884,161 | 476,975 | — | 4,076,974 | — | — | 4,911,728 | 164.3 | — | — | — | — | — | |
| 30 Nov. '04 | 44.6 | 24.0 | 60.8 | — | 32 | 69 | 309 | Boston and Providence | 2,968,000 | 202,000 | — | 3,160,000 | 27,720 | — | 3,608,159 | 61.8 | 457,640 | 1,117,340 | 393,908 | 9 | 127 | |
| 30 Nov. '04 | 46.0 | 1.1 | 2.7 | — | 32 | 69 | 309 | Boston and Worcester | 4,062,584 | 437,416 | 100,000 | 4,500,000 | — | 229,061 | 5,557,100 | 83.6 | 638,622 | 1,471,935 | 487,864 | 10 | 129 | |
| 30 Nov. '04 | 46.0 | 1.1 | 2.7 | — | 7 | 15 | 41 | Cape Cod Branch (par 60) | 907,700 | 125,865 | — | 681,606 | 102,900 | — | 1,103,581 | 47.1 | 82,108 | 161,203 | 78,265 | 6 | 60 | |
| 30 Nov. '04 | 46.0 | 2.4 | 9.6 | — | 12 | 23 | 158 | Connecticut River | 1,614,376 | 187,590 | — | 1,691,100 | 250,000 | — | 2,079,944 | 52.4 | 223,318 | 472,321 | 165,932 | 6 | 104 | |
| 30 Nov. '04 | 44.2 | 30.5 | 27.5 | — | 31 | 74 | 484 | Eastern | 3,966,179 | 329,765 | 264,102 | 3,155,000 | 1,667,200 | 237,200 | 5,059,400 | 89.0 | 527,238 | 1,040,189 | 460,423 | 6 | 99 | |
| 30 Nov. '04 | 51.0 | 42.6 | 75.3 | — | 26 | 35 | 457 | Fitchburg | 3,189,861 | 350,149 | — | 3,540,000 | — | — | 3,846,885 | 93.4 | 134,622 | 868,352 | 309,341 | 8 | 106 | |
| 30 Nov. '04 | 12.4 | — | 2.5 | — | 10 | 17 | 240 | Lowell and Lawrence | 382,883 | 30,275 | — | 200,000 | 75,000 | 3,374 | 366,912 | — | oper. by Boston & Lowell | — | — | — | — | |
| 30 Nov. '04 | 14.5 | 17.2 | — | — | 10 | 17 | 240 | Nashua and Lowell | 558,919 | 96,684 | — | 600,000 | — | 50,465 | 609,382 | 71.0 | 185,647 | 291,618 | 63,019 | 8 | 111 | |
| 30 Nov. '04 | 20.1 | 1.6 | 1.2 | — | 4 | 17 | 68 | New Bedford and Taunton | 460,527 | 46,018 | 14,000 | 500,000 | 219,500 | — | 719,500 | 36.7 | 54,272 | 220,820 | 43,527 | 7 | 107 | |
| 30 Nov. '04 | 33.0 | — | 0.7 | — | 6 | 25 | 63 | N. York and Boston Air Line | 1,314,916 | 82,850 | — | 788,047 | 1,072,900 | 187,500 | 2,048,537 | 36.7 | 94,748 | 8,349 | — | — | 10 | |
| 30 Nov. '04 | 98.5 | 8.8 | 27.5 | — | 20 | 68 | 488 | Old Colony and Fall River | 3,923,876 | 324,568 | — | 3,609,000 | 482,000 | 451,350 | 4,512,960 | 107.3 | 610,010 | 961,030 | 469,532 | 8 | 103 | |
| 30 Nov. '04 | 43.4 | 1.0 | 14.9 | — | 14 | 18 | 163 | Providence and Worcester | 1,409,307 | 213,183 | — | 1,700,000 | — | — | 1,700,000 | 44.4 | 236,408 | 470,978 | 159,118 | 8 | 140 | |
| 30 Nov. '04 | 16.9 | — | 1.7 | — | 3 | 4 | 197 | Salem and Lowell | 382,470 | 81,543 | — | 243,305 | 226,900 | 727 | 470,931 | — | oper. by B. & L. Co. | 17,500 | — | 11 | 110 | |
| 30 Nov. '04 | 6.1 | — | — | — | 11 | 13 | 180 | Troy and Greenfield | 923,942 | — | 248,405 | 923,942 | — | — | 923,942 | — | (Surrendered to the Common wealth.) | — | — | — | — | |
| 30 Nov. '04 | 69.3 | 8.0 | 6.5 | — | 76 | 63 | 149 | Vermont and Massachusetts | 3,057,918 | 207,343 | — | 2,214,225 | 924,900 | — | 3,932,547 | 77.3 | 151,327 | 342,297 | 184,363 | 4 | 42 | |
| 30 Nov. '04 | 166.1 | 17.3 | 126.6 | — | 76 | 63 | 149 | Western (incl. Alb. & W.S. etc.) | 10,175,943 | 1,095,713 | — | 5,150,000 | 6,267,520 | — | 14,986,939 | 218.0 | 1,430,223 | 2,996,854 | 1,175,712 | 10 | 135 | |
| 30 Nov. '04 | 46.7 | — | 9.5 | — | 10 | 13 | 143 | Worcester & Nashua (par 53) | 1,088,898 | 116,000 | — | 1,141,000 | 76,000 | 51,390 | 1,268,390 | 46.7 | 194,712 | 338,285 | 137,605 | 7 | 95 | |
| NEW HAMPSHIRE. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Mar. '06 | 98.5 | — | 5.6 | — | 14 | 10 | 232 | Boston, Concord and Montreal | 2,550,000 | — | — | 1,800,000 | 1,050,000 | — | 3,141,091 | 93.5 | — | 408,388 | 141,407 | — | 62 | |
| 30 Nov. '04 | 53.6 | — | 8.0 | — | 18 | 16 | 246 | Cheshire | 2,703,488 | — | — | 2,085,928 | 679,500 | — | 2,765,428 | 56.6 | 382,852 | 539,743 | 165,896 | — | — | |
| 31 Mar. '04 | 34.5 | — | — | — | 21 | 22 | 494 | Concord (par 50) | 1,500,000 | — | — | 1,500,000 | — | — | 1,500,000 | 61.3 | — | 821,955 | 136,049 | 8 | 57 | |
| 31 Mar. '04 | 29.3 | — | — | — | 2 | — | — | Manchester and Lawrence | 1,065,345 | — | — | 1,000,000 | 12,300 | 20,904 | — | — | — | — | — | — | — | |
| 31 Mar. '04 | 29.3 | — | — | — | 2 | 4 | 80 | Merrimack and Conn. Rivers | 698,258 | — | — | 698,258 | 568,000 | — | — | — | — | — | — | — | — | |
| 31 Mar. '04 | 69.2 | 13.0 | 12.5 | — | 24 | 14 | 424 | Northern New Hampshire | 3,068,400 | — | — | 3,068,400 | 166,500 | 15,518 | 3,250,418 | 62.0 | — | 210,265 | 210,265 | 7 | 88 | |
| 30 Apr. '04 | 24.7 | — | 2.2 | — | 5 | 2 | 50 | Sullivan | 1,480,730 | — | — | 500,000 | 760,000 | — | — | 24.7 | oper. by Vermont Central. | — | — | — | — | |
| NEW JERSEY. | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '04 | 64.2 | 11.0 | 8.1 | — | — | — | — | Belvidere Delaware | 3,368,285 | — | — | 997,112 | 2,193,000 | 252,584 | 3,442,697 | 75.2 | — | 501,896 | 146,101 | — | — | |
| 31 Dec. '04 | 63.9 | 32.3 | — | — | — | — | — | Camden and Amboy | 8,502,296 | — | 4,304,131 | 6,472,406 | 10,264,463 | — | — | — | — | 5,799,950 | 1,140,788 | 35 | 124 | |
| 31 Dec. '04 | 60.2 | — | — | — | — | — | — | Camden and Atlantic | 1,881,414 | — | — | 1,062,243 | 1,035,276 | 123,930 | 2,221,449 | 60.2 | — | 231,466 | 71,106 | — | — | |
| 31 Dec. '04 | 64.0 | 26 | 61.0 | — | 59 | 34 | 908 | Central of New Jersey | 9,703,924 | 1,075,538 | — | 6,500,000 | 2,000,000 | — | 9,704,509 | 90.0 | 948,215 | 2,637,184 | 1,305,630 | 20 | 122 | |
| 31 Dec. '04 | 53.0 | — | — | — | 45.5 | 24 | 43 | 274 | Morris and Essex | 4,057,276 | — | 55,000 | 4,041,950 | 1,164,500 | 31,200 | 4,538,916 | 53.0 | 270,000 | 570,764 | 171,755 | 7 | 80 |
| 31 Dec. '04 | 33.5 | — | — | — | — | — | — | New Jersey | 8,799,809 | 492,000 | 1,649,022 | 4,397,800 | 635,000 | 145,000 | 9,990,452 | 33.8 | 610,427 | 1,563,607 | 777,626 | 10 | 140 | |
| 31 Dec. '04 | 21.3 | — | — | — | 2 | 6 | 17 | Northern New Jersey | 452,116 | — | — | 158,800 | 260,000 | 45,072 | 463,872 | 21.2 | 99,787 | 146,936 | 29,200 | — | — | |
| 31 Dec. '04 | — | — | — | — | — | — | — | Raritan and Delaware Bay | 2,566,481 | — | — | 2,260,700 | 1,534,000 | 544,426 | 4,440,226 | — | — | 229,476 | — | — | — | |
| 31 Dec. '04 | 18.2 | — | — | — | — | — | — | Warren | 2,083,300 | — | — | 1,408,300 | 600,000 | — | 2,008,300 | 18.2 | — | 260,222 | 180,510 | 6 | 46 | |
| 31 Dec. '04 | 38.5 | — | — | — | 47 | — | — | W.-at Jersey | 1,461,249 | — | — | 584,400 | 700,000 | — | 1,284,400 | — | — | 207,962 | 91,544 | — | — | |
| NEW YORK. | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '04 | 36.0 | — | 2.0 | 104.0 | 5 | 10 | 53 | Albany & Susquehanna | 2,029,311 | 126,847 | — | 1,347,192 | 816,739 | 26,350 | 2,156,158 | 36.0 | 29,820 | 97,861 | 42,379 | — | — | |
| 30 Sep. '04 | 43.9 | — | 3.1 | — | 8 | 8 | 140 | Atlantic and Great Western | 2,661,285 | 388,059 | — | 919,153 | 1,777,500 | 155,417 | 3,039,343 | 49.9 | 166,247 | 458,441 | 80,873 | — | — | |
| 30 Sep. '04 | 142.0 | — | 13.0 | — | 28 | 41 | — | Buffalo, New York and Erie | 3,396,088 | — | — | 850,000 | 2,395,000 | 1,070 | 3,369,088 | 160 | 640,814 | 1,030,232 | 109 | — | 108 | |
| 30 Sep. '04 | 88.3 | — | 18.5 | — | 35 | 35 | 608 | Buffalo and State Line | 2,267,388 | — | 516,576 | 189,000 | 2,200,000 | 1,200,000 | 3,680,000 | 88.3 | 645,234 | 1,945,466 | 769,028 | 10 | 190 | |
| 31 Dec. '04 | 460.0 | 97.0 | 336.5 | — | 276 | 114 | 4,600 | Erie | 42,316,853 | — | 4,104 | 24,935,800 | 17,823,400 | 1,067,055 | 44,645,234 | 807.0 | 6,916,324 | 13,429,643 | 4,594,725 | 8 | 82 | |
| 30 Sep. '04 | 144.0 | 128.3 | — | — | 71 | 164 | 671 | Hudson River | 13,053,434 | 1,616,413 | — | 6,218,042 | 7,737,680 | 1,167 | 14,669,547 | 150.0 | 1,396,293 | 4,132,600 | 1,587,298 | 8 | | |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies a Running dot (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

| Years ending. | Railroad. | | | | Equipment. Road in progress or projected. | Equipment. | | | Companies. | Abstract of Balance Sheet. | | | | | | | | | | Earnings. | | | |
|------------------------------|------------|---------------------------|-----------------------|----------|--|------------|---------------|--------------------------------|------------|----------------------------|----------------------------|------------------------|--------------------------|------------------------|--|--|---|------------|-----------|------------|------------------|--|--|
| | Main Line. | Lateral and Branch Lines. | 2nd Track and Siding. | Engines. | | Cars. | | Property and Assets. | | | Liabilities. | | | | Balance Total, incl. all other assets and liabilities. | Road operated, incl. road leased, etc. | Mileage run by locomotives with trains. | Gross. | Net. | Dividends. | Price of shares. | | |
| | | | | | | No. | Freight, etc. | Railroad and Appurtenances. | | Rolling-Stock. | Invested in foreign works. | Share Capital paid in. | Bonds and Mortgage Debt. | Floating Debt. | | | | | | | | | |
| M. | M. | M. | M. | No. | No. | No. | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | \$ | p. c. | | | |
| PENNSYLVANIA. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '73 | 83.0 | 25.0 | 11.0 | 19.0 | 28 | 0 | 406 | Atlantic and Great Western | 5,634,039 | | | 1,763,506 | 3,858,000 | | 5,634,039 | 100.0 | | 360,215 | 171,286 | | | | |
| 31 Oct. '84 | 65.0 | 2.0 | 7.0 | | 21 | 13 | 438 | Catawissa | 3,634,000 | | | 3,350,000 | 284,000 | | 3,634,000 | 143.0 | 316,747 | 380,489 | 149,018 | 8 | 23 | | |
| 31 Oct. '84 | 52.0 | | 9.7 | | 12 | 12 | 82 | Cumberland Valley | 1,131,037 | | | 966,900 | 875,600 | | 1,131,037 | 74.0 | 176,968 | 394,952 | 193,901 | 8 | 88 | | |
| 31 Oct. '84 | 113.0 | | 57.0 | | 77 | 20 | 5,214 | Del., Lackawanna and West'n | 7,295,995 | 2,324,490 | | 6,832,966 | 3,491,500 | 606,321 | 10,930,771 | 204.5 | 1,622,327 | 1,984,948 | 721,782 | 20 | 185 | | |
| 31 Oct. '84 | 36.0 | 1.7 | 7.7 | | 8 | 7 | 71 | East Pennsylvania | 1,259,164 | 132,946 | | 604,190 | 598,400 | 8,299 | 1,210,889 | 37.7 | 155,041 | 333,560 | 202,000 | | | | |
| 31 Dec. '84 | 78.0 | | 10.0 | | 16 | | | Elmira and Williamsport | 2,027,652 | | | 1,000,000 | 1,020,000 | | 2,020,000 | 78.0 | 358,770 | 656,518 | 43,741 | 24 | 30 | | |
| 31 Oct. '84 | 18.5 | | 6.0 | | 5 | | | Erle and Northeast | 700,000 | | | 600,000 | 400,000 | | 1,000,000 | 18.5 | 153,520 | 486,788 | 189,007 | 10 | | | |
| 31 Oct. '84 | 81.0 | | 2.6 | | 5 | 9 | 153 | Erle and Pittsburgh | 1,588,878 | 192,500 | | 256,500 | 900,000 | | 1,794,386 | 81.0 | 71,850 | 163,502 | 65,456 | | | | |
| 31 Oct. '84 | 36.0 | 18.0 | 17.7 | | 13 | | | Harrisburg and Lancaster | 1,852,550 | | | 1,182,550 | 700,000 | | 1,882,550 | 64.0 | oper. by Penn. | R.R. Co. | 7 | 56 | | | |
| 31 Oct. '84 | 32.0 | | 1.3 | 44.0 | 3 | 3 | 12 | Hempfield | 1,616,455 | 41,341 | | 1,809,565 | 1,000,000 | 109,000 | 2,909,565 | 32.0 | 21,760 | 50,103 | 7,960 | | | | |
| 31 Oct. '84 | 43.5 | 14.5 | 11.0 | 6.0 | 15 | 4 | 126 | Huntingdon and Broad Top | 2,012,243 | | | 1,325,992 | 1,583,427 | 268,281 | 2,977,700 | 58.0 | 805,743 | 355,280 | 143,472 | | 20 | | |
| 31 Oct. '84 | 80.0 | | 34.0 | | 119 | 164 | 1,380 | Lackawanna and Bloomsburg | 3,160,403 | 465,406 | | 1,335,000 | 2,024,578 | 149,014 | 3,508,592 | 80.0 | 356,571 | 698,596 | 301,041 | | | | |
| 31 Oct. '84 | 70.0 | 17.5 | 53.0 | | 51 | 4 | 2,713 | Lehigh Valley | 7,433,706 | 1,739,410 | | 6,627,080 | 1,477,000 | 17,532 | 8,121,682 | 87.5 | 602,028 | 2,280,262 | 1,452,134 | 20 | 65 | | |
| 31 Oct. '84 | 28.3 | 5.0 | 8.0 | | 31 | | | Little Schuylkill | 1,371,888 | | | 2,646,100 | 900,000 | | 61,162 | 3,607,252 | oper. by Reading R.R. | 8 | 29 | | | | |
| 31 Oct. '84 | 130.5 | | 63.3 | | 20 | 26 | 674 | Mine Hill and Schuylk Haven | 3,700,000 | | | 3,700,000 | | | 3,700,000 | | | | | 71 | | | |
| 31 Oct. '84 | 55.8 | 14.2 | 13.3 | | 20 | 26 | 674 | North Pennsylvania | 6,560,418 | 517,375 | | 3,150,150 | 3,105,705 | | 6,255,855 | 69.8 | 320,638 | 741,977 | 348,401 | | 20 | | |
| 31 Dec. '84 | 300.8 | 66.1 | 319.0 | | 290 | 173 | 4,926 | Pennsylvania | 27,639,576 | 3,336,315 | 5,604,810 | 19,860,000 | 16,654,840 | | 43,520,356 | 356.9 | 5,846,778 | 14,759,037 | 4,065,112 | 10 | 56 | | |
| 31 Oct. '84 | 17.0 | 3.0 | 22.0 | | 18 | 45 | 101 | Phila., Germant'n & Norrist'n | 1,139,079 | 282,399 | | 1,334,100 | 315,400 | | 1,649,500 | 24.0 | 263,758 | 428,147 | 207,893 | 8 | 58 | | |
| 31 Oct. '84 | 21.9 | | 29.1 | | 15 | | | Phila. and (Sunbury) Erie | 15,761,622 | | | 5,013,054 | 9,940,000 | | 10,500 | 14,963,654 | oper. by Penn. R.R. Co. | 15 | 57 | | | | |
| 30 Nov. '84 | 152.0 | 48.8 | 208.5 | | 216 | 81 | 14089 | Philadelphia and Reading | 18,998,276 | 5,736,480 | 734,788 | 20,732,063 | 7,271,879 | | 27,716,253 | 509.5 | 3,323,229 | 9,289,841 | 3,038,150 | 15 | 57 | | |
| 31 Oct. '84 | 28.2 | 24.3 | | | 12 | | | Philadelphia and Trenton | 960,404 | | 245,998 | 8,677,300 | 692,000 | | 9,449,300 | 197.0 | 839,238 | 2,056,560 | 477,668 | 10 | 120 | | |
| 31 Oct. '84 | 96.0 | 81.6 | | | 41 | 100 | 964 | Phila., Wilmington and Balt. | 9,349,300 | | | 1,770,414 | 1,500,000 | 69,233 | 3,666,877 | 72.0 | 256,176 | 315,723 | 101,569 | | | | |
| 31 Dec. '84 | 59.5 | 7.2 | 89.5 | | 12 | 11 | 82 | Pittsburgh and Connellsville | 2,227,456 | 163,004 | | 600,000 | 791,597 | Leas'd to North'n Cen. | 87,070 | 226,318 | 107,490 | | | | | | |
| 31 Dec. '84 | 468.3 | 108.5 | | | 157 | 99 | 2,020 | Pittsburg, Ft. Wayne & Chicago | 21,164,330 | | | 8,181,123 | 12,657,060 | | 23,942,670 | 468.3 | 3,940,773 | 1,700,466 | 301,067 | 10 | 106 | | |
| 31 Dec. '84 | 28.0 | 6.2 | | | 5 | | | Shamokin Valley & Pottsville | 1,178,773 | 112,824 | | 600,000 | 791,597 | Leas'd to North'n Cen. | 87,070 | 226,318 | 107,490 | | | | | | |
| 31 Oct. '84 | 23.4 | 3.2 | | | 7 | 16 | 28 | Westchester & Philadelphia | 1,313,526 | 102,983 | | 684,036 | 1,009,095 | 162,312 | 1,855,448 | 26.4 | 118,698 | 273,232 | 149,817 | 10 | 40 | | |
| 31 Oct. '84 | 29.6 | 3.5 | | | 6 | 4 | 362 | Tioga | 802,253 | 166,384 | | 391,800 | 372,000 | 1,343 | 968,137 | 29.6 | 95,666 | 293,338 | 211,317 | 8 | 43 | | |
| RHODE ISLAND. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Aug. '84 | 50.0 | | 2.0 | | 16 | 16 | 103 | N. Y., Providence and Boston | 2,158,000 | | | 1,508,000 | 250,000 | | | 62.0 | 321,000 | 557,587 | 251,508 | 12 | 120 | | |
| SOUTH CAROLINA. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 Dec. '88 | 54.9 | | | 47.4 | 4 | 3 | 21 | Charleston and Savannah | 801,615 | 34,372 | 250,000 | 706,385 | 195,286 | | 1,099,536 | 51.9 | | 253,288 | 151,536 | 6 | | | |
| 31 Dec. '88 | 109.6 | | | | 13 | 9 | 176 | Charlotte and South Carolina | 1,719,045 | | | 1,201,000 | 884,000 | | 1,099,536 | 109.6 | | 253,288 | 151,536 | 6 | | | |
| 1 Jan. '89 | 143.2 | | 21.3 | | | | | Greenville and Columbia | 2,439,769 | 324,161 | | 1,429,008 | 1,145,000 | | 345,548 | 164.5 | | 341,190 | 125,871 | | | | |
| 28 Feb. '89 | 102.0 | | | | | | | North-Eastern | 2,011,662 | | | 985,748 | 960,410 | | 108,172 | 2,067,325 | 102.0 | | 96,148 | | | | |
| 31 Dec. '80 | 136.0 | 106.0 | | | 62 | 59 | 790 | South Carolina | | | | 2,643,833 | | | | | | 1,499,636 | 701,943 | 7 | | | |
| TENNESSEE. | | | | | | | | | | | | | | | | | | | | | | | |
| 30 Sep. '80 | 47.6 | | | | 12 | 10 | 171 | Central Southern (Tenn.) | 1,021,439 | 58,133 | | 505,214 | 514,600 | 99,110 | 1,137,707 | 47.6 | | 29,907 | 19,187 | | | | |
| 1859 | 30.0 | | | | 12 | 10 | 171 | East Tennessee and Georgia | 3,637,867 | | | 1,289,873 | 2,020,000 | 200,000 | | 140.0 | | 318,718 | 187,466 | | | | |
| 1859 | 140.0 | | | | 10 | 10 | 128 | East Tennessee and Virginia | 2,310,033 | 156,264 | | 1,536,654 | 1,902,000 | 390,407 | | 180.3 | 150,142 | 297,806 | 146,167 | | | | |
| 1860 | 271.6 | 19.4 | 20.0 | | 43 | 37 | 667 | Memphis and Charleston | 5,866,578 | 878,069 | 129,364 | 3,808,949 | 2,659,000 | 260,112 | 7,627,797 | 291.0 | | 1,635,096 | 873,597 | | | | |
| 1859 | 271.6 | 16.0 | 20.0 | | 9 | 5 | 242 | Memphis and Ohio | 2,259,267 | 141,144 | | 670,000 | 1,281,000 | 145,000 | | | | | | | | | |
| 1859 | 100.0 | | | | 30.6 | 55.8 | | Memphis, Clarksv. & Louisv. | 2,000,000 | 100,500 | | 298,721 | 740,000 | | | | | | | | | | |
| 1859 | 59.0 | | | | 40.1 | 7 | 5 | Mississippi and Tennessee | 1,317,400 | * | | 798,285 | 654,949 | 319,518 | | 59.4 | 69,870 | 177,256 | 60,029 | | | | |
| 1859 | 47.4 | | | | 2.3 | 4 | 46 | Mississippi Central and Tenn. | 892,710 | 82,908 | | 317,447 | 632,500 | 22,369 | | 47.4 | 54,175 | 83,129 | 44,066 | | | | |
| 1859 | 24.2 | | | | 12 | 2 | 31 | McMinnville and Manchester | 635,807 | 56,816 | | 144,594 | 406,000 | 5,000 | | 34.2 | 80,065 | 15,892 | 22,808 | | | | |
| 30 Nov. '80 | 149.7 | 44.0 | 7.0 | | 39 | 17 | 819 | Nashville and Chattanooga | 3,632,982 | * | | 2,066,544 | 1,731,000 | | 159.0 | | 784,118 | 837,354 | 8 | | | | |
| 1859 | | | | | | | | Nashville and North-western | | | | | | | | | | | | | | | |
| 1860 | 45.8 | | | | 4.2 | 11.7 | 8 | Tennessee and Alabama | 76,016 | 76,016 | | 595,922 | 800,000 | 204,544 | | 45.8 | 57,960 | 127,963 | 87,248 | | | | |
| 1859 | 30.0 | | | | 0.6 | 8.0 | | Winchester and Alabama | | | | 216,962 | 413,000 | 408,477 | | 30.0 | | 1,248 | | | | | |
| TEXAS, (all aided by State). | | | | | | | | | | | | | | | | | | | | | | | |
| — '85 | 82.0 | | | | 158.0 | | | Buffalo Bayou, Braz. & Col'do | | | | | | | | 32.0 | | | | | | | |
| — '85 | 60.0 | | | | 184.0 | | | Galveston, Houston & Henderson | | | | | | | | 56.0 | | | | | | | |
| — '85 | 60.0 | | | | 1.5 | 75.0 | 2 | Houston and Brazoria | 1,250,000 | * | | 275,000 | 240,000 | 171,520 | | 60.0 | 31,300 | 32,670 | | | | | |
| 1 May '80 | 70.0 | | | | 6.0 | 280.0 | 7 | Houston and Texas Central | 4,232,345 | * | | 455,000 | 975,000 | 369,000 | | 70.0 | 102,200 | 182,546 | 196,668 | | | | |
| — '80 | 25.0 | | | | 110.0 | | | San Antonio & Mexican Gulf | | | | | | | | 25.0 | | | | | | | |
| VERMONT. | | | | | | | | | | | | | | | | | | | | | | | |
| 31 May '85 | 110.3 | | | | 6.6 | | 9 | Connect. & Passumpsic Rivers | 2,880,277 | * | | 1,679,600 | 683,500 | | 3,063,466 | 105.0 | 164,794 | 428,180 | 184,470 | | | | |
| 31 Aug. '83 | 119.6 | | | | 16.0 | | 26 | Rutland and Burlington | 3,991,705 | 556,275 | | 2,233,376 | 3,267,471 | 895,219 | 6,386,106 | 119.6 | 449,351 | 423,027 | 112,162 | | | | |
| 31 Aug. '83 | 62.5 | 2.0 | | | 4.9 | | 10 | Rutland and Washington | 950,000 | 256,683 | | 1,097,000 | 1,206,683 | 62.5 | 136,761 | | 185,474 | 67,785 | | | | | |
| 31 May '83 | 117.0 | 2.0 | 21.0 | | 42 | 46 | 841 | Vermont Central | 8,402,055 | * | | 5,000,000 | 3,500,000 | 1,500,000 | 10,000,000 | 174.5 | 836,289 | 941,045 | 262,887 | | 1 | | |
| 31 May '83 | 47.0 | 8.5 | 4.1 | 9.7 | | | | Vermont and Canada | 1,687,500 | | | 1,687,500 | | | 1,687,500 | | oper. by Vt. Central | | | 8 | 93 | | |
| 30 Jun. '83 | 23.7 | | 0.9 | | 4 | 6 | 39 | Vermont Valley | 1,212,274 | 89,612 | | 516,164 | 793,200 | | 1,301,886 | 23.7 | 45,995 | 64,267 | 26,461 | | | | |
| 30 Jun. '83 | 69.0 | 5.5 | 3.6 | | | | | Western Vermont | 1,633,500 | | | 832,000 | 700,000 | | | oper. by R.Troy | | 83,862 | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | |

PREFERRED AND GUARANTIED R. R. STOCKS.

| RAILROADS. | Amount of shares outstanding. | Div'ds | | Market Price. |
|--------------------------------------|-------------------------------|--------|-------|---------------|
| | | Rates. | Paid. | |
| Atlantic & St. Lawrence (guarant'd). | 2,494,900 | 6 | 6 | --- |
| Baltimore and Ohio, (pref.) | 3,000,000 | 7 | 7 | --- |
| Berkshire (guarantied) | 600,000 | 7 | 7 | --- |
| Boston, Concord & Montreal (pref.) | 1,340,400 | 6 | 704 | --- |
| Buffalo, N. Y. & Erie, (guarantied) | 850,000 | 7 | --- | --- |
| Camden & Atlantic (preferred) | 620,800 | 7 | 26 | --- |
| Catawissa (preferred) | 1,150,000 | 7 | 274 | --- |
| Chemung (guarantied) | 380,000 | 7 | --- | --- |
| Chesapeake & Susquehanna (guarant.) | 343,500 | 7 | --- | --- |
| Chesapeake (preferred) | 2,017,825 | 7 | 47 | --- |
| Chicago & Alton (preferred) | 2,435,200 | 7 | 7 | 105 1/2 |
| Chicago & Northwestern (pref.) | 12,994,720 | 7 | 7 | 61 1/2 |
| Cochecho (preferred) | 117,750 | 8 | --- | --- |
| Ct. & Passumpsic Rivers, (pref.) | 1,514,300 | 10 | 74 | --- |
| Cumberland Valley (1st preferred) | 241,900 | 8 | 8 | --- |
| " (2d preferred) | 243,000 | 8 | 8 | --- |
| Detroit & Milwaukee (preferred) | 1,500,000 | 7 | --- | --- |
| Dubuque & Sioux City (preferred) | 1,975,000 | 7 | 34 | 72 |
| Elmira, Jeff. & Canandaigua (guar.) | 500,000 | --- | --- | --- |
| Elmira & William port (preferred) | 500,000 | --- | --- | --- |
| Erie (preferred) | 8,535,700 | 7 | 7 | 86 |
| Hannibal & St. Joseph (preferred) | 1,182,100 | 7 | 7 | 51 1/2 |
| Harrisburg & Lancaster (guar.) | 1,182,100 | 7 | 7 | --- |
| Housatonic (preferred) | 1,180,000 | 8 | 8 | 104 |
| Indianapolis & Madison (pref.) | 407,900 | 8 | 8 | --- |
| Kennebec & Portland (preferred) | 372,000 | 6 | --- | --- |
| Lackawanna & Bloomsburg (pref.) | 500,000 | 7 | --- | --- |
| Marietta & Cincinnati (1st pref.) | 6,205,475 | 7 | 3 | 52 |
| " (2d pref.) | 3,819,771 | 7 | 3 | 32 1/2 |
| Michigan S. & N. Indiana (guar.) | 2,183,000 | 10 | 10 | 138 |
| Mil. & Prairie du Chien (1st pref.) | 2,775,500 | 8 | 8 | 101 |
| " (2d pref.) | 1,014,000 | 7 | 7 | 91 |
| Milwaukee & St. Paul (preferred) | 2,235,000 | 7 | 7 | 76 1/2 |
| New Haven & Northampton (guar.) | 1,010,000 | 4 | --- | --- |
| New York & Harlem (preferred) | 1,500,000 | 8 | --- | --- |
| Niagara Br. & Canandaigua (guar.) | 1,000,000 | 6 | --- | --- |
| Paterson & Hudson (guarantied) | 630,000 | --- | --- | --- |
| Paterson & Ramapo (guarantied) | 248,000 | --- | --- | --- |
| Peoria & Bureau Valley (guar.) | 1,200,000 | --- | --- | --- |
| Philadelphia & Reading (pref.) | 1,551,800 | 7 | 7 | --- |
| Philadelphia & Trenton (guar.) | 1,000,000 | 10 | --- | --- |
| Pitts. Ft. Wayne & Chicago (pref.) | 2,000,000 | 7 | 7 | 85 |
| Pittsburgh & North Adams (guar.) | 450,000 | 6 | 6 | 100 |
| Port, Saco & Portsmouth (guar.) | 1,600,000 | 6 | 6 | --- |
| Rutland & Burlington (preferred) | 382,700 | 8 | --- | --- |
| " (preferred) | 698,176 | 6 | --- | --- |
| St. L. Alton & Terre Haute (pref.) | 1,700,000 | 6 | 7 | 72 |
| Toledo & Wabash (preferred) | 954,700 | 7 | 7 | 98 |
| Toledo, Peoria & Warsaw (1st pref.) | 1,621,784 | 7 | --- | --- |
| " (2d pref.) | 904,478 | 7 | --- | --- |
| Troy & Greenbush (guarantied) | 274,400 | 6 | 6 | 52 1/2 |
| Vermont & Canada, (guarantied) | 1,000,000 | 8 | 8 | --- |
| Warren (guarantied) | 1,407,300 | 7 | 7 | --- |
| White Mountains (guarantied) | 200,000 | 5 | 5 | --- |
| Wrightav. Y. & Gettysburg (guar.) | 317,050 | 2 | 2 | --- |

CANAL AND NAVIGATION BONDS.

| DESCRIPTION OF BONDS. | Amount outstanding. | Interest. | Payable | Principal payable. | Market Price. |
|----------------------------|---------------------|-----------|---------|--------------------|---------------|
| | | | | | |
| Chesapeake & Delaware: | | | | | |
| 1st Mortgage | \$2,657,343 | 6 J. & J | 1886 | 90 | |
| Chesapeake & Ohio: | | | | | |
| Maryland Loan, dollar | 2,000,000 | 6 Qtrly. | 1870 | --- | |
| " sterling | 4,375,000 | 6 | 1890 | --- | |
| Preferred bonds | 1,700,000 | 6 | 18 | --- | |
| Delaware Division: | | | | | |
| 1st Mortgage | 800,000 | 6 J. & J. | 1878 | 95 | |
| Delaware & Hudson: | | | | | |
| 1st Mortgage | 600,000 | 6 J. & D. | 1865 | 110 | |
| 2d Mortgage | 600,000 | 6 M. & S. | 1870 | --- | |
| Delaware & Raritan: | | | | | |
| See Camden & Amb RR. | | | | | |
| Erie and Penn: | | | | | |
| 1st Mortgage | 752,000 | 7 J. & J. | 1865 | --- | |
| Interest Certificates | 161,990 | 6 | 1868 | --- | |
| Lehigh Navigation: | | | | | |
| 1st Mortgage | 414,605 | 6 M. & S. | 1870 | 91 | |
| Six per cent. Loan | 2,432,274 | 6 A. & O. | 1884 | 91 | |
| Monongahela Navigation: | | | | | |
| 1st Mortgage | 125,000 | 6 J. & J. | 1863 | --- | |
| 2d Mortgage | 57,000 | 6 | 1865 | --- | |
| Morris: | | | | | |
| 1st Mortgage | 455,500 | 6 A. & O. | 1876 | 90 1/2 | |
| 2d Mortgage | 295,750 | 6 | --- | 90 | |
| North Branch: | | | | | |
| 1st Mortgage | 500,000 | 6 M. & N. | 1876 | 40 | |
| Schuylkill Navigation: | | | | | |
| 1st Mortgage | 1,764,550 | 6 M. & S. | 1872 | 85 1/2 | |
| 2d Mortgage | 3,980,670 | 6 J. & J. | 1882 | 78 | |
| Improvement | 568,500 | 6 M. & N. | 1876 | 80 | |
| Susquehanna & Tide Water: | | | | | |
| Maryland Sterling Loan | 816,000 | 5 J. & J. | 1865 | --- | |
| Md. stg. loan converted | 200,376 | 6 | 1865 | --- | |
| Mortgage bonds | 993,000 | 6 | 1878 | 45 | |
| Preferred Interest b'ds. | 227,569 | 6 | 1878 | 27 | |
| Union, (Pa.) | | | | | |
| 1st Mortgage | 2,500,000 | 6 M. & N. | 1883 | 22 | |
| West Branch & Susquehanna: | | | | | |
| 1st Mortgage, s'k fund | 450,000 | 6 J. & J. | 1878 | 92 1/2 | |
| Wyoming Valley: | | | | | |
| 1st Mortgage | 850,000 | 6 J. & J. | 1878 | 82 1/2 | |

CANAL AND NAVIGATION STOCKS.

| COMPANIES. | Par of Shares. | Amount of Stock. | Dividends. | Market Price. |
|-----------------------------------|----------------|------------------|------------|---------------|
| | | | | |
| CANAL AND NAVIGATION STOCKS: | | | | |
| Chesapeake and Delaware | 100 | 1,343,563 | --- | 53 1/2 |
| Chesapeake and Ohio | 100 | 8,224,595 | --- | --- |
| Delaware Division | 100 | 1,633,350 | --- | 30 1/2 |
| Delaware and Hudson | 100 | 10,000,000 | 10 | 141 |
| Delaware and Raritan | 100 | 2,298,400 | 10 | --- |
| Erie of Pennsylvania | 50 | 58,000 | --- | --- |
| Illinois and Michigan | --- | --- | --- | --- |
| Lehigh Navigation | 50 | 4,282,950 | 6 | 56 1/2 |
| Monongahela Navigation | 50 | 726,800 | 3 | --- |
| Morris, (consolidated) | 100 | 1,025,000 | 5 | 80 |
| " (preferred) | 100 | 1,175,000 | 10 | 120 |
| North Branch | 100 | --- | --- | --- |
| Sault Ste Marie | 100 | --- | --- | --- |
| Schuylkill Navigation (consolid.) | 50 | 1,932,457 | 28 1/2 | --- |
| " (preferred) | 50 | 2,722,607 | 33 1/2 | --- |
| Susquehanna and Tide Water | 50 | 2,048,260 | 8 1/2 | --- |
| Union | --- | --- | --- | --- |
| Union (preferred) | 50 | 2,750,000 | 2 1/2 | --- |
| West Branch and Susquehanna | 100 | 1,000,000 | 6 | 25 |
| Wyoming Valley | 50 | 700,000 | 16 | 56 |

Wholesale Price Current.

| | |
|---|------------------------|
| The ton in all cases is to be 2240 lbs. | |
| IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, 99 per ton; Polished Sheet, 3 cents per lb. | |
| Pig, Scotch, No. 1 (cash) | per ton 52 @ 54 |
| Pig, American, No. 1 | 52 @ 55 |
| Bar, Refined, English | 110 @ 115 |
| Bar, Swedes, assorted sizes (in gold) | 90 @ 95 |
| STONE PRICES. | |
| Bar, Swedes, assorted sizes | 165 @ 175 |
| Bar, English & American, Refined | 125 @ 150 |
| Bar, English & American, common | 115 @ 120 |
| Scroll, English | 165 @ 200 |
| Ovals and Half round | 145 @ 155 |
| Band, English | 135 @ 155 |
| Horse Shoe | 150 @ 155 |
| Rods, English | 127 50 @ 130 |
| Hoop, English | 160 @ 225 |
| Nail Rod | per lb. 10 @ 11 |
| Sheet, Russia | per lb. 40 @ 46 |
| Sheet, English, Single, Double and Treble | 7 1/2 @ 11 |
| Sheet, Am. Single Double and Treble | 7 @ 11 |
| Rails, English (gold) | per ton 57 @ 60 |
| Rails, American | 55 @ 90 |
| STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val. | |
| English, Cast (1st & 2d q'ty.) | per lb. 19 @ 24 |
| English Spring (1st & 2d q'ty.) | 12 @ 14 |
| English Blister (1st & 2d q'ty.) | 13 @ 20 |
| English Machinery | 14 @ 16 |
| German, Blister | 15 @ 17 |
| American, Blister | 12 @ 14 |
| American, Cast, Hammered | 20 @ 22 |
| American, Cast, Rolled | 13 @ 15 |
| American Spring | 11 @ 13 |
| American Machinery | 13 @ 14 |
| Milan (in bond) | 13 @ 14 |
| COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 at 34 oz. per square foot, 3 1/2 cents per lb. | |
| Sheathing, New (suits) | per lb. 58 @ 58 |
| Sheathing, Yellow | 58 @ 58 |
| Pig, Chile | 58 @ 58 |
| Boils | 58 @ 58 |
| Braziers | 58 @ 58 |
| American Ingot (cash) | 42 @ 40 1/2 |
| LEAD—Duty: Pig, 2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb. | |
| Galena | per 100 lb. 10 @ 10 50 |
| Spanish | 10 12 1/2 @ 10 25 |
| German Refined | 10 12 1/2 @ 10 25 |
| English | 10 12 1/2 @ 10 25 |
| Bar | per lb. 12 @ 12 |
| Pipe and Sheet | per lb. 16 @ 16 |
| TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2 1/2 cents per lb. | |
| Banca | per lb. 27 1/2 @ 28 |
| Straits | 28 @ 28 1/2 |
| English | 28 @ 28 1/2 |
| Plates, Charcoal I. C. | per box 15 @ 15 |
| Plates, I. C. Coke | 12 25 @ 13 |
| Terne, Coke | 10 50 @ 11 |
| Terne, Charcoal | 14 50 @ 14 75 |
| NAILS—Duty: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash). | |
| Cut, s'd. @ 6d. (cash) | per 100 lb. 8 @ 8 50 |
| Clinch (cash) | 8 @ 8 |
| Copper | 60 @ 60 |
| Usable Horse, Norway Iron, Forged | 41 @ 41 |
| Zinc Nails (6 mos) | 20 @ 20 |
| PETROLEUM—Duty: Crude, 20 cents; Refined, 40 cents per gallon. | |
| Crude, 40 @ 47 gravity | 41 @ 41 1/2 |
| Ref'd, free, L.S. to pr. Wh. (110 @ 120 test) | 56 @ 58 |
| Ref'd, in bd. L.S. to pr. Wh. (110 @ 120 test) | 56 @ 58 |
| Naptha, Refined (60 @ 63 gravity) | 53 @ 54 |

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 13.

Th. 7. F. 8. Sat. 9. M. 11. Tu. 12. W. 13.

| | | | | |
|---------------------------|-----------|---------|---------|---------|
| Atlantic M. S. S. Co. | 124 | 124 | 124 | 124 |
| At. & Gt. W. (O) 1st m't | 96 1/2 | 96 1/2 | 96 1/2 | 96 1/2 |
| Buffalo, N. Y. & E. 1M. | --- | --- | --- | --- |
| California 7s | --- | --- | --- | --- |
| Canton Co. | 46 45 1/2 | 45 1/2 | 45 1/2 | 46 |
| Central Ave. Transit | --- | --- | --- | --- |
| Chicago & Alton | 105 | 105 | 105 | 105 |
| " " pref. | 106 | 106 | 106 1/2 | 106 1/2 |
| " " 1 M. | 98 1/2 | 98 1/2 | 98 1/2 | 98 1/2 |
| " " S. F. | --- | --- | --- | --- |
| " " Inc. b'ds | 85 | 85 | 85 | 85 |
| Chicago, Burl. & Q. | 113 | 113 | 114 | 114 |
| " " " S. p.c. | --- | --- | --- | --- |
| Chic. & Northwest'n | 86 1/2 | 85 1/2 | 85 1/2 | 85 1/2 |
| " " pref. | 64 1/2 | 63 1/2 | 63 1/2 | 62 1/2 |
| " " 1st M. | 84 | 84 | 84 | 84 |
| " " 2d M. | --- | --- | --- | --- |
| " " S. F. | --- | --- | --- | --- |
| " " A. B. | --- | --- | --- | --- |
| " " I. B. | --- | --- | --- | --- |
| Chicago & Rock Isl. | 107 1/2 | 106 1/2 | 106 1/2 | 107 1/2 |
| " " 1st M. '70 | --- | --- | --- | --- |
| Clev., Col. and Cin. | 94 1/2 | 94 | 94 | 94 1/2 |
| Clev. and Pittsburgh | 94 1/2 | 94 | 94 | 94 1/2 |
| " " 2 M. | 90 | 90 | 90 | 90 |
| " " 3 M. | --- | --- | --- | --- |
| " " 4 M. | --- | --- | --- | --- |
| Clev. and Toledo | 105 | 105 | 104 1/2 | 104 1/2 |
| " " S. F. 7 p.c. | 93 | 93 | 93 | 93 |
| Cumberland Coal, pref. | 45 1/2 | 44 1/2 | 44 | 44 1/2 |
| Del. & Hudson Canal | 141 | 141 | 143 | 143 |
| Del., Lack. & West. | --- | --- | --- | --- |
| " " 1 M. S. p.c. '71-8 | --- | --- | --- | --- |
| " " 2 M. S. p.c. '81 | --- | --- | --- | --- |
| Erie | 92 1/2 | 92 1/2 | 92 1/2 | 93 |
| " " pref. | 85 1/2 | 85 1/2 | 85 1/2 | 85 1/2 |
| " " 1 M. T. p.c. '67 | 99 | 99 | 99 | 99 |
| " " 2 M. T. p.c. '79 | --- | --- | --- | --- |
| " " 3 M. T. p.c. '83 | 90 | 90 | 90 | 90 |
| " " 4 M. T. p.c. '80 | --- | --- | --- | --- |
| " " 5 M. T. p.c. '88 | 90 1/2 | 90 1/2 | 90 1/2 | 90 1/2 |
| Galena and Chicago | --- | --- | --- | --- |
| " " 1 M. T. p.c. '82 | --- | --- | --- | --- |
| Hann. & St. Joseph | --- | --- | --- | --- |
| " " pref. | 82 | 82 | 82 | 82 |
| " " bonds | --- | --- | --- | --- |
| Hudson River | 100 1/2 | 108 1/2 | 108 1/2 | 107 |
| " " scrip | --- | --- | --- | --- |
| " " 1 M. T. p.c. '69 | --- | --- | --- | --- |
| " " 2 M. S. F. | --- | --- | --- | --- |
| " " 3 M. T. p.c. '75 | --- | --- | --- | 105 |
| " " conv. bonds | --- | --- | --- | --- |
| Illinois Central | 133 | 133 | 133 | 133 1/2 |
| " " Can. b'ds | --- | --- | --- | --- |
| " " bonds | --- | --- | --- | --- |
| Marietta & Cin. 1st pref. | 52 | 52 | 52 | 52 |
| " " 2d | --- | --- | --- | --- |
| " " 1st mort. | --- | --- | --- | --- |
| Mariposa Mining Co. | 15 | 14 1/2 | 14 1/2 | 14 1/2 |
| Michigan Central | 116 1/2 | 116 | 117 | 116 |
| " " S. F. S. p.c. '82 | --- | --- | --- | --- |
| " " conv. S. p.c. '69 | 75 1/2 | 74 1/2 | 74 1/2 | 75 1/2 |
| M. S. and N. I. | --- | --- | --- | --- |
| " " " guar'd | --- | --- | --- | --- |
| " " 1 M. S. F. | 87 | 87 | 87 | 87 |
| " " 2 M. | --- | --- | --- | --- |
| Mil. and P. du Chien | 95 | 95 | 95 | 95 |
| " " 1st pref. | --- | --- | --- | --- |

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 13.

Th. 7. F. 8. Sat. 9. M. 11. Tu. 12. W. 13

| FEDERAL STOCKS:— | | | | |
|----------------------------|------|------|------|------|
| U. S. 5s, 1871, reg. | 94½ | 94½ | 94½ | 94½ |
| U. S. 5s, 1871, coup. | 94½ | 94½ | 94½ | 94½ |
| U. S. 5s, 1874, reg. | 94½ | 94½ | 94½ | 94½ |
| U. S. 5s, 1874, coup. | 94½ | 94½ | 94½ | 94½ |
| U. S. 5s, 1865, coup. | 94½ | 94½ | 94½ | 94½ |
| U. S. 5s, 10-40s, coup. | 94½ | 94½ | 94½ | 94½ |
| U. S. 5s, 10-40s, reg. | 94½ | 94½ | 94½ | 94½ |
| U. S. 5s, 1881, reg. | 103½ | 103½ | 103½ | 103½ |
| U. S. 5s, 1881, coup. | 107½ | 107½ | 107½ | 107½ |
| U. S. 5s, '81, O. W. L. y. | 94½ | 94½ | 94½ | 94½ |
| U. S. 5s, 1881, " 47 | 94½ | 94½ | 94½ | 94½ |
| U. S. 5s, 1867, reg. | 122 | 122 | 122 | 122 |
| U. S. 5s, 1868, reg. | 120 | 121 | 121 | 121 |
| U. S. 5s, 1868, coup. | 97½ | 97½ | 97½ | 97½ |
| U. S. 5s, 1 year certif. | 202½ | 202½ | 202½ | 202½ |
| U. S. 5s, 5-20s, c. 1862 | 99½ | 99½ | 99½ | 99½ |
| U. S. 5s, 5-20s, c. 1864 | 99½ | 99½ | 99½ | 99½ |
| U. S. 5s, 5-20s, c. 1865 | 99½ | 99½ | 99½ | 99½ |
| U. S. 5s, " reg. | 99½ | 99½ | 99½ | 99½ |
| 7.30 Notes, 1st series | 97½ | 97½ | 97½ | 97½ |
| " " 2d series | 97½ | 97½ | 97½ | 97½ |
| " " 3d series | 97½ | 97½ | 97½ | 97½ |
| American Gold | 146½ | 144½ | 145 | 145½ |

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 12.

W. 8. Th. 7. F. 8. Sat. 9. M. 11. Tu. 12

| Ottawian | | | | |
|-------------------------|-----|-----|-----|-----|
| preferred | 31½ | 33½ | 33½ | 33½ |
| Camden & Amboy | 124 | 124 | 124 | 124 |
| " " 6s, '70 | 94 | 94 | 94 | 94 |
| " " 6s, '70 | 94 | 94 | 94 | 94 |
| " " 6s, '75 | 92 | 92 | 92 | 92 |
| " " 6s, '85 | 85 | 85 | 85 | 85 |
| " " mort. 6s, '89 | 83½ | 83½ | 83½ | 83½ |
| Chester & Del. Canal | 98 | 98 | 98 | 98 |
| Del. Div. Canal | 98 | 98 | 98 | 98 |
| Elmira & W'mport | 98 | 98 | 98 | 98 |
| " " pref. | 98 | 98 | 98 | 98 |
| " " 7s | 98 | 98 | 98 | 98 |
| Lehigh Navigation | 51½ | 55 | 55 | 55½ |
| " " 6s, '70 | 94 | 94 | 94 | 94 |
| " " 6s, '84 | 94 | 94 | 94 | 94 |
| Lehigh Valley R. R. | 63 | 68 | 68 | 68 |
| " " 6s | 90 | 90 | 90 | 90 |
| Little Schuylkill R. R. | 29 | 29 | 29 | 29 |
| " " 7s | 90 | 90 | 90 | 90 |
| Long Island | 83 | 83 | 83 | 83 |
| " " 6s | 83 | 83 | 83 | 83 |
| Minehill | 83 | 83 | 83 | 83 |
| Morris Canal | 80 | 80 | 80 | 80 |
| " " pref. | 80 | 80 | 80 | 80 |
| " " 6s, '76 | 82½ | 82½ | 82½ | 82½ |
| North Pennsylvania | 32½ | 32½ | 30½ | 30½ |
| " " 6s | 85½ | 85½ | 85½ | 85½ |
| " " 10s | 85½ | 85½ | 85½ | 85½ |
| Northern Central | 56½ | 56½ | 56½ | 56½ |
| Pennsylvania R. R. | 56½ | 56½ | 56½ | 56½ |
| " " 1st m. | 94½ | 94½ | 94½ | 94½ |
| " " 2d m. | 90½ | 90½ | 90½ | 90½ |
| Penn. State, 6s | 89½ | 89½ | 89½ | 89½ |
| " " 6s, coupon | 89½ | 89½ | 89½ | 89½ |
| " " 6s, W. L. | 89½ | 89½ | 89½ | 89½ |
| Philadelphia City, 6s | 84½ | 84½ | 84½ | 84½ |
| " " now | 88½ | 88½ | 88½ | 88½ |
| Philad. Germ. & Nor. | 68 | 68 | 68 | 68 |
| Phila. & Reading | 68½ | 68½ | 68½ | 68½ |
| " " 6s, '86 | 116 | 116 | 116 | 116 |
| " " 6s, '70 | 31½ | 31½ | 31 | 30 |
| Philadelphia & Erie | 31½ | 31½ | 31 | 30 |
| " " 6s | 87 | 87 | 87 | 87 |
| Philad. & Sunbury, 7s | 23½ | 23½ | 23½ | 23½ |
| Schuylkill Navigation | 23½ | 23½ | 23½ | 23½ |
| " " pref. | 24½ | 24½ | 24½ | 24½ |
| " " 6s, '82 | 34½ | 34½ | 34 | 33½ |
| " " 6s, '70 | 78 | 78 | 78 | 78 |
| " " 6s, '72 | 83 | 83 | 83 | 83 |
| Susq. Canal | 5 | 5 | 5 | 5 |
| " " 6s, '78 | 2½ | 2½ | 2½ | 2½ |
| Union Canal, pref. | 2½ | 2½ | 2½ | 2½ |
| West Br. Canal 6s, '78 | 25 | 25 | 25 | 25 |
| Wyoming Valley Canal | 56 | 56 | 56 | 56 |
| " " bonds | 56 | 56 | 56 | 56 |
| Hestonville, (Horse) | 39 | 39½ | 39½ | 37½ |
| Chestnut & Wal. | 64 | 64 | 64 | 64 |
| Green & Coates | 80 | 80 | 80 | 80 |
| 2d and 3d streets | 80 | 80 | 80 | 80 |
| Spruce & Pine | 31 | 31 | 31 | 31 |

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 12.

W. 8. Th. 7. F. 8. Sat. 9. M. 11. Tu. 12

| Baltimore City 6s, 1875 | | | | |
|-------------------------|------|------|------|------|
| " " 1880 | 100½ | 100½ | 100½ | 100½ |
| " " 1870 | 98 | 98 | 98 | 98 |
| " " 1890 | 101½ | 101½ | 100 | 99½ |
| Balt. and Ohio | 112 | 112 | 112 | 112 |
| " " b'ds, '82 | 101½ | 101½ | 101½ | 101½ |
| " " " '87 | 101½ | 101½ | 101½ | 101½ |
| " " " '75 | 101½ | 101½ | 101½ | 101½ |
| " " " '80 | 101½ | 101½ | 101½ | 101½ |
| " " " '85 | 100 | 100 | 100 | 100 |
| Northern Central | 45 | 45 | 45 | 45 |
| " " b'ds, '85 | 45 | 45 | 45 | 45 |
| " " " '83 | 45 | 45 | 45 | 45 |
| City Passenger R. R. | 45 | 45 | 45 | 45 |

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 13.

Th. 7. F. 8. Sat. 9. M. 11. Tu. 12. W. 13

| Boston and Lowell | | | | |
|-------------------------|------|------|------|------|
| Boston and Maine | 94½ | 94½ | 94½ | 94½ |
| Boston and Providence | 112½ | 112½ | 112½ | 112½ |
| Boston and Worcester | 130 | 129½ | 129½ | 129½ |
| Cheshire, pref. | 47 | 47 | 47 | 47 |
| Concord | 91½ | 91½ | 91½ | 91½ |
| Connecticut River | 91 | 91 | 91 | 91 |
| Eastern, Mass. | 91 | 91 | 91 | 91 |
| Fitchburg, N. H. | 105 | 105 | 105 | 105 |
| Manchester & Lowell | 105 | 105 | 105 | 105 |
| Michigan Central | 116 | 116 | 116 | 116 |
| Northern, N. H. | 89 | 89 | 89 | 89 |
| Old Colony and Fall R. | 103 | 103 | 103 | 103 |
| Ph. W. & Baltimore | 59½ | 59½ | 60 | 59½ |
| Portland, Saco & Forts. | 97 | 97 | 97 | 97 |
| Vermont & Canada | 92½ | 92½ | 92½ | 92½ |
| Vermont & Mass. | 42½ | 42½ | 42½ | 42½ |
| Western | 155 | 155 | 155 | 155 |
| Broadway (Horse) | 84½ | 84½ | 84½ | 84½ |
| Cambridge | 46 | 46 | 46 | 46 |
| Metropolitan | 46 | 46 | 46 | 46 |
| Middlesex | 46 | 46 | 46 | 46 |
| Central Mining Co. | 25 | 24 | 24½ | 24½ |
| Copper Falls | 40 | 39 | 39 | 39 |
| Franklin | 15½ | 14½ | 14½ | 14½ |
| Huron | 15½ | 14½ | 14½ | 14½ |
| Isle Royale | 15½ | 14½ | 14½ | 14½ |
| National | 15½ | 14½ | 14½ | 14½ |
| Minnesota | 15½ | 14½ | 14½ | 14½ |
| Pewabic | 53 | 55 | 55½ | 56½ |
| Pittsburg | 57 | 55 | 55½ | 56½ |
| Quincy | 57 | 55 | 55½ | 56½ |
| Rockland | 2½ | 2½ | 2½ | 2½ |

London Stock Exchange.

The following were the closing prices for American Securities on the 1st of December:

| United States 6s, 1881 | | |
|--|---------------------------------|-----|
| Do. | 6s, 1874 | 64½ |
| Do. | 6s, 5-20s, 1882 | 64½ |
| Virginia State 6s | 48 | 48 |
| Do. | 6 per cent. | 42 |
| Atlantic and Great Western | 79 | 81 |
| N. Y. sec., 1st mort., 1880, 7 per cent. | 75 | 77 |
| Do., 2d mort., 1881 | 75 | 77 |
| Pennsylvania, 1st mort., 1877 | 76 | 81 |
| Do., 2d mort., 1882 | 76 | 78 |
| Erie shares, \$100 (all paid) | 58½ | 58½ |
| Do., 7s, preference | — | — |
| Do., 7s, 1st mort., 1867 | — | — |
| Do., 7s, 2d mort., 1879 | — | — |
| Do., 7s, 3d mort., 1883 | — | — |
| Do., 7s, 4th mort. | — | — |
| Do., 7s, 5th mort. | — | — |
| Illinois Central 6s, 1875 | 80 | 82 |
| Illinois Central 7s, 1875 | 69 | 71 |
| Do. | do. \$100 shares, all paid | 83 |
| Marietta and Cincinnati Railroad Bonds | 72 | 74 |
| Michigan Central 8s, Convertible, 1869 | — | — |
| Do. | S. F. 1st mort., do., '2, x. c. | — |
| Michigan S. and N. Indiana 7s, S. F., 1885 | — | — |
| Do. | do. \$100 shares | — |
| New York Central 6s, S. F., 1883 | — | — |
| Do. | do. 7s, 1884 | — |
| Do. | do. 7s, S. F., 1876 | — |
| Do. | do. 7s, Convertible, 1876 | — |
| Do. | do. \$100 shares | — |
| Panama, 1st mortgage 7s, 1865 | — | — |
| Do. | 2d mortgage 7s, 1872 | 101 |
| Pennsylvania, 1st mort., 6s, Convertible | — | 103 |
| Do. | 2d mort., 6s, do. | 84 |
| Do. | \$50 shares | 87 |
| Phil. & Erie, 1st mort., 1881, guar. by P. R. R. | 74 | 76 |

American Railroad Journal.

Saturday, December 16, 1865.

Stock Exchange and Money Market.

There seems to be a received impression kept up by the almost unanimous declarations of our financial writers, as well as confirmed by the careful operations of our bankers and capitalists, that contraction of the currency is certainly to be attempted as the policy of the Treasury. Mr. McCulloch's report is accepted as his ultimatum; and though as yet there is no falling off in the paper float, beyond the sums stated in his two former monthly publications, yet it is believed the process will be continued with as little delay as is practicable consistent with the means at hand, and the powers entrusted to the Secretary. We naturally therefore look to the gold room as to the barometer of the hour, to see what the calculations of the operators are under the present

condition of things. These men are sharp, sagacious, well backed up here and abroad, and they hold in their hands a power which is everywhere recognized and felt.

On the coming out of the Treasury report, it is understood there was a concurrent movement from the Sub-Treasury, and a very large amount of gold was put upon the street to be converted into currency applicable to the disbursements falling due on the 7-30s. The effect of these was to put down gold at least 4 per cent., though at the close of the week there was a slight reaction and a tendency to a rise. It was demonstrated, however, on this occasion, that the premium on gold was more under the control of the Treasury than many believed, and as we have always contended. The sales of limited sums from day to day make but little impression on the markets, but the blocks which were put out last week crushed out speculation completely for the time. Some parties, claiming to know, predict a fall of at least 10 per cent., before the level of the price will be reached; others again are confident that as paper money is continually increasing through the operations of the National Banks, the Treasury may be in the market for a further loan to meet the deficiencies of the present fiscal year, and that Congress will by hasty legislation, endanger our relations with France, and thus renew our enormous expenditures, we are by no means assured of a permanent decline in gold.

Certainly in so great a complication of possibilities, and so much under the control as we are of our public men if they choose to err, it is impossible to foresee, and unsafe to predict anything of the future beyond the truisms which we all adopt. We all admit the enormous wealth and resources of the United States; we all agree that we can and will pay the National debt; we do not object to excessive taxation for this purpose; and we have a prudent and skillful financier in charge of the public means and credit; and yet, if the leading men in Congress do not take care, if they rush wildly into measures that shall again involve the country in expenditures, not an angel from heaven could carry us through our financial difficulties.

It is certainly a subject of curious reflection that while events, natural causes, and inherent truths are helping us forward constantly, we are pulled back by small intellects, and a wretched *vis inertia*.

What this country wants just now, is not new issues, not the introduction of political forces hitherto unknown and unusual in any one of the States, not the procrastination of the difficulties at the South, and not any foreign difficulties that can be avoided by remonstrance. To exercise a great moral influence on the world we must now gather up our strength and show that we have the power of absolute and perfect recuperation. We can afford to wait for this the work of time, since a continuance of internal disorders, financial difficulties and factious divisions, will deprive us entirely of the great influence which we gained by the splendid termination of the war.

Indirectly, there lies one material power in our favor, which the doubt and uncertainty of our affairs at Washington weaken and that is the great staple of the South, which cannot be

brought into play until it is pacified and brought into harmony with the Northern and Western States, financially and industrially.

We cannot too earnestly press the cultivation of cotton as one of our most potent aids for the correction of our commercial disadvantages. We are therefore much interested in the practical bearings of this question, as we always have been. It appears from a commercial circular, emanating from the English house of Messrs. Niell Brothers, that they have been specially engaged in ascertaining the actual amount of cotton that has to be calculated upon as an active element in our trade. These gentlemen have arrived at the conclusion that the total immediate yield is from two millions to two millions one hundred thousand bales, of which about one half has already been sent to market. The growth of the present year is estimated at 400,000 bales. Estimating the weight per bale at 460 lbs., the total weight of the stock would be 960,000,000 lbs., on which a revenue tax of 2 cents per lb., will yield the Government \$19,200,000, and the whole estimated value to tell in our business, is upwards of four hundred millions of dollars. This enormous sum of money must therefore come into play, through the direct influence of commerce, and must produce an important effect on the balance of trade. As these facts are realized abroad, we shall see a favorable turn in regard to our securities there. We find the following remarks in a late English paper which show a returning sense of fairness:

"The 5-20 bonds are now quoted at 64, or 36 per cent. discount. These bonds pay six per cent. interest on their par value in gold. They were issued in 1862, and are payable at the option of the government in five or twenty years from date. And as the United States have commenced to pay off their debt already, from the large revenue receipts—which according to the *Times*' correspondent will exceed the expenses of the government \$250,000,000, the present fiscal year—it is reasonable to suppose that a portion of the bonds at least (there are but \$600,000,000 5-20 bonds in all) will be paid in 1867. So that at the present price they pay 3½ per cent. interest, and will pay to the holders 88 per cent. premium besides, when they are paid off at par, as in our judgment many of them will be in less than two years from this time. The 5-20 bonds, compared with English Consols, are selling for 25 per cent. less than Consols, while they pay double the interest. And are they less safe than Consols? Sir M. Peto, who has just returned from America, says: 'Any man who doubts the ability of America to pay all her obligations deserves contempt for his ignorance.'"

Consequent on the rise of our foreign securities abroad they have increased in demand here, and it is believed large amounts went abroad for sale on Wednesday last.

Money continues abundant in the street on good paper. The condition of the associated Banks in this city on the 9th inst., was as follows: loans, \$227,839,344; Specie, \$15,624,780; Circulation, \$16,570,613; Deposits, \$176,480,562; Legal tenders, \$48,271,757.

The differences between this statement and that of Dec. 2d are as follows: decrease in loans, \$1,358,500; increase in specie, \$2,191,697; increase in circulation, \$708,213; increase in deposits, \$956,668; increase in legal tenders, \$50,952.

Our advices from the Southern States are in many respects quite encouraging. A large majority of the people there are sincerely engaged in the work of social and industrial reconstruction. Gentlemen who have recently visited them for

business purposes, express themselves highly satisfied with what they have seen. We trust that they will be treated with an unaffected sincerity and good will. They have greatly erred, and as greatly suffered, but they have a bright future before them if they will cordially accept the altered condition of things.

We learn that the most vigorous efforts are every where being made, to place the railroads of that region in the best possible condition, and we anticipate for them a very prosperous business. We are also happy to state that while the Southern people are applying their own shoulders to the wheel, northern capitalists are also freely and liberally assisting.

The relations between the Atlantic and Great Western and the Erie Railway Companies having recently attracted considerable attention, and it being generally supposed that any unity of policy or harmony in operation was now impracticable in consequence of the purchase or lease of routes through Pennsylvania, on the part of the Atlantic and Great Western, we confess to considerable surprise on reading the speech of Sir Morton Peto at the late meeting of the holders of bonds, debentures and shares of the company, held about three weeks since in London. In that very able and explicit address, we find the following remarks: "With regard to the Erie Railway, we thought it our duty to make to that company certain proposals not involving in themselves the slightest probable degree of pecuniary liability either to your line or to theirs, and I am happy to say I saw a letter yesterday from Mr. Kennard, the Engineer-in-chief of our line, in which he tells me he met the Vice President of the Erie, who told him that we might consider practically that those proposals of ours were accepted, and that the two companies might consider that they were on the most amiable and friendly terms possible." This of course puts an entirely different complexion on the affairs of the Erie, and will we hope have a tendency to appease the wrath of some of our confreres of the Press, in the city of Philadelphia.

Railroad shares and securities are rather unsettled and irregular, with a tendency upwards as a whole. There is a good demand for miscellaneous shares, including the petroleum companies, a large number of which maintain their credit, and continue their flow. The number of new wells going down continues to be large, and it is now understood that the business carefully conducted on sound principles is one of the most lucrative in this country. Every producing well can pay back its cost, and a handsome profit if properly managed, long before it gives out. We are not surprised therefore, to see our most prudent men investing confidently in the business. In the meantime these wells are wonderfully adding to the wealth of the country, and came to light at a very seasonable moment. The disbursement of half a year's interest on the 7-30 loan, amounting to upwards of ten millions, was justly expected to give a full supply of money this week.

We notice that the financial articles of the *Herald*, are not in the interest of contraction. It says, as late as the 13th. "However much we may regret the necessities of the financial situation, it is idle to shut our eyes to them and indulge in day dreams of a phantom contraction, and an impossible restoration of specie payments." It is

plainly to be seen that a party is already forming to prevent any such result. But so much the more important is it that it should be foreseen and resisted by all who wish to see a sound currency, and a solvent nation.

It is observable that a very considerable decline in numerous articles of necessary consumption has taken place, much to the relief of consumers, within the last fortnight.

The amounts of specie held in this city by the Banks and Sub-Treasury on the 1st of December, 1865, was \$50,695,037, against in 1864, \$28,961,268, and in 1863, \$36,847,190.

The balance in the Sub-Treasury on Wednesday was \$72,858,955 71.

The exports, exclusive of specie, from the port of New York for the week ending Dec. 11th, were \$4,810,189, against \$3,444,886 in 1864, and \$2,903,444 in 1863. Total since Jan. 1, \$171,234,076; same time in 1864, \$205,947,340; in 1863, \$163,294,343.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—State 7s Bounty Loan, 98; do., 7s 1870, 101¼; City 5s, 1880, 88; Minnesota 8s, 99; Louisiana 6s, 75; Goshen Branch bonds, 92; Milwaukee and St. Paul, 70; do., 1st mort., 84½; Galena and Chicago, 2d mort., 95; Sixth Avenue R. R., 135; Long Island R. R., 76; Morris and Essex, 99; McGregor Western, 28½; do., 1st mort., 65; N. J. Central, 122; Rome and Watertown, 97; Chicago and Milwaukee, 75; Mariposa pref., 1½; Central Coal Co., 54; Wilkesbare Coal, 61; Schuylkill Coal, 13½; Ashburton Coal, 16¼; Lehigh and Susq. Coal, 9; American Coal, 66; Spring Mt. Coal, 50; Wyoming Valley, 54; Rutland Marble, 18¼; Western Union Tel., 55; U. S. Tel., 55; Merchants Bank, 113; 9th National Bank, 105¼; 4th National Bank, 99; Central Bank, 105; City Bank, 185; Phoenix Bank, 99; Bank of New York, 101; Am. Ex. Bank, 111; Importers and Traders Bank, 100; Ocean Bank, 95; Bank of North America, 111.

Philadelphia.—Allegheny County coupon 5s, 73½; Trenton R. R., 118; Ridge Avenue, R. R., 13; do., 7s, 90; 5th and 6th streets, 40; 13th and 15th streets, 32¼; Union R. R., 20; Alsall Iron, ¾; Keystone Z., 1¼; Mahanoy Coal, 5½; Fulton Coal, 8½; N. Y. and Middle Coal Fields, 8½; Big Mt., 5½; Locust Mt. Coal, 40; Clinton, 1; Butler Coal, 10; New Creek, 1¼; Mechanics Bank, 28¼; Girard Bank, 52; Consolidation Bank, 39; Farmers and Mechanics Bank, 119½; Philadelphia Bank, 134; Caldwell Oil, 1; Dalzell 1½; Egbert, ¾; Era, 3¼; Feeder Dam, 1; Franklin, 1½; Hyde Farm, ¾; Jersey Well, ¾; Junction, 1½; Mingo, ¾; McClintock, 1½; Mineral, ¾; McIlheny, 1¾; Maple Shade, 6; Ocean, 9¾; Sugar Creek, 5½; Sugar Cr. Dev., 1; St. Nicholas, ¾; Story Farm, ¾; Walnut Bend, 5¼. The latest quotations are: City 6s, 84¾@85; do., new, 89@89½; State 6s, 89¾@90; do., coupon, 90½@91; do., 6s, W. L., 100@100; Phila., Wil. and Balt., 59½; Reading, 57½@58; do., 6s, 1870, 91½@93; do., bonds, 90@91; do., con., 115@116; Camden and Amboy, 124½@125; Penn. R. R., 56¾@56¾; do., 1st mort., 100@100½; do., 2d mort., 94@94½; Little Schuylkill R. R., 28@29; Morris Canal, 79@80;

do., pref., 119@121; do., bonds, 90@95; Wyoming Valley Canal, 57½@60; do., 6s, 87@88; Susquehanna Canal, 8½@9; do., 6s, 45@47; Sch. Nav., 27@27½; do., pref., 33¼@34; do., 6s, 1882, 78@78½; Union Canal bonds, 22@24; Delaware Div. Canal, 30@31; do., bonds, 86@88; Elmira and Williamsport, 26@28; do., pref., 41@43½; do., 7s, 1873, 95@95; Lehigh Coal and Navigation, 55½@56; do., bonds, 1884, 90½@91¼; North Pennsylvania, 30½@32; do., 6s, 85¼@86; Philadelphia and Erie, 31¼@31½; do., 6s, 87½@89; Minehill, 55¼@56; Catawissa, 23¼@23; do., pref., 37@37½; Lehigh Valley, 69@71; do., bonds, 90@91; Fifth and Sixth streets, (horse,) 41@45; Second and Third, 82@82½; West Philadelphia, 68@68½; Spruce and Pine, 31@31; Green and Coates, 30@35; Chestnut and Walnut, 51@53; Thirteenth and Fifteenth, 31@34; Girard College, 27@27; Tenth and Eleventh, 53@53; Norristown, 53@53½; Union, 21@24; Hestonville, 37¼@38¼.

Boston.—Vermont Central 2d mort., 22½; Vermont and Massachusetts 6s, 88; Northern (Ogdensburg) 1st mort., 94; Rutland and Burlington 1st mort., 66; Eastern R. R. 6s, 1874, 94½; Ogdensburg and Lake Champlain R. R., 41½; Conn. and Pass. Riv. pref., 74; South Shore R. R., 8¼; Dighton and Somerset R. R., 98½; Massachusetts 6s, 1872, 107; Maine 6s, 1883, 95¼; Bangor 6s, 1877, 90¼; Roxbury 5s, 1877, 90; Boston 5s, gold, 1882@1884, 94¼@95¼; do., 6s, 1868, 127; do., 6s, 1874, currency, 100; Boston Water Power Co., 26¾; Essex Co., 97; Waverly Co., 3¾; Union S. S. Co., 89¾; Lackawanna Coal, 11½; Potomac Coal, 4¼; Short Mt. Coal, 30¼; Bear Valley, etc., Coal, 17; Mammoth Vein Coal, 9¾; Harleigh Coal, 65; Almada Silver, 20c.; Cambridge Gas, 98½; Chelsea Gas, 88½; Columbian Bank, 108; Market Bank, 103; Merchants Bank, 109¼; Hamilton Bank, 115; State Bank, 103; Bank of Republic, 111; Old Boston Bank, 62; Albany and Boston Mining Co., 17; Boston, 1; Canada, 80c.; Concord, 3½; Dana, 1¼; Dudley, 75c.; Excelsior, 10; French Creek, 75c.; Hancock, 13½; Humbolt, 3½; Manhattan, 2; New England, 50c.; Pontiac, 1¼; Superior, 2½; Winthrop, 1½.

Baltimore.—Maryland 6s, 1890, 100½; Maryland Mining Co., 0.55; Mineral Hill, 0.70; Springfield, 0.75; Bare Hill, 1.70; Copper Hill, 1.60; Am. Gas Coal, 0.65; Atlantic Coal, 1.00; Santa Clara, 13½; Penn. Oil, 0.55; Baltimore Chrome, 1.00; Peoples Bank, 19; Union Bank, 75. The latest quotations are: Balt. and Ohio, 111½@112; do., 6s, 1867, 98¾@99; do., 1875, 100¼@101½; do., 1880, 100@101½; do., 1885, 100@100¼; Northern Central, 43½@44½; do., bonds, 1885, 85½@85¾; N. W. Va. 1st mort., 1873, 98@99; do., 2d mort., 95@98; do., 3d mort., 1885, 20@80; do., guar., 94@98; Marietta and Cincinnati 7s, 1891, 85@87; Central Ohio 1st mort., 82@90; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 34½@37¾; Western Md. bonds, 77@80; do., guar., 98@100; Maryland 6s, coupon, 1870, 100@101; do., Ins., 100¼@100½; do., 1890, 100½@102½; Baltimore 6s, 1870, 96@96¼; do., 1873, 98½@100; do., 1875, 100½@101; do., 1886, 100@100¾; do., 1890, 100@101½; do., coupon, 100@100¾; do., 5s, 1838-'70, 81@85; City Passenger R. R., 20¼@21½; Canton Co., 45½@46½; Gardner, 0.55@0.60; Gas Coal, 0.60,

@0.65; Maryland, 0.50@0.55; North State, 0.10@0.10; Springfield, 0.70@0.75; George's Creek, 107@109; Santa Clara, 12½@13; Balt. Chrome, 1.00@1.05; Bare Hill, 1.50@1.65; Atlantic Coal, 1.05@1.15; Mineral Hill, 0.65@0.70; Baltimore Coal, 140@200; Laurel Cannel Coal and Oil Co., 2.00@2.00.

Seven Per Cent. Gold Bonds.

Messrs. FISK & HATCH, No. 5 Nassau street, advertise a new and desirable security, in the shape of *Central Pacific Railroad State Aid Bonds* of California, interest payable semi-annually in gold. Beyond all question these bonds are equal to any in the market, if not superior, since they are secured by a mortgage on 160 miles of railroad, a part of the great Pacific route; also by a sinking fund of \$50,000 gold per annum, and are guaranteed by the State of California. The bonds of this State stand considerably above par, and the present opportunity for investment offers a very great inducement to capitalists, which they no doubt fully understand.

Architect and Engineer.

We invite the attention of our readers to the card of E. J. M. DERRICK, Esq., an Architect and Civil Engineer, late with the Erie Railway Company, who is recommended for his skill and capacity as such by our most eminent citizens.

We publish in another place the advertisement of H. W. BULKLEY, Esq., 57 Broadway, who offers to economists in fuel the improved superheater of Carvalho, which has been awarded a prize medal for its superior advantages, furnishes pure steam of any required temperature for operating engines, prevents priming, saves 20 to 30 per cent. of fuel, and is applicable at small cost to any boiler, stationary or locomotive.

Boston, Hartford and Erie Railroad.

At a meeting of this company, held at Boston on the 13th inst., the following Board of Directors was unanimously elected: Daniel Drew, Robert H. Berdell, Henry L. Pierson, James Low, A. V. Stout, Richard Schell, Edward Crane, of New York; Wm. Evans, London, Eng.; Dudley S. Gregory, Jersey City, N. J.; Alexander S. Diven, Elmira, N. Y.; Ambrose S. Murray, Goshen, N. Y.; Legrand Lockwood, G. M. Bartholemew, Henry Hotchkiss, Joseph W. Alsop, Connecticut; Joseph W. Clark, Mark Healey, Boston; Edward Harris, Ohio; J. Rathburn, Rhode Island. H. N. Otis, of New York, was elected Secretary and Clerk. A majority of the above gentlemen are connected with the direction of the Erie Railroad.

The Illinois Central Railroad Company will pay 1st of February, a dividend of five per cent. The books will close 20th January, and will reopen 3d of February.

Messrs. Eugene Kelly & Co. will pay, 1st proximo, coupons of the Central Pacific Railroad Company's bonds, less Government tax.

The *Pittsburg Dispatch* says that the Atlantic and Great Western Railway Company has determined to extend the Cleveland and Mahoning Road from Youngstown to Pittsburgh, following the canal to Mahoningtown, and thence across the country. It is thought that if this should be done, the Erie and Pittsburgh Road would form a junction at Mahoningtown by extension of their

New Railway Projects.

The citizens of Utica, at a meeting held at that place on the 30th ult., adopted resolutions to construct a railway under the general law of the State, by the name of the "Utica, Susquehanna and Chenango Valley Railway Company," the route of which is to be from Utica by the Sauquoit Valley, Cassville and Bridgewater to Colliersville, Otsego Co., and from Cassville and Bridgewater to Sherburne, Chenango Co. The length of the road is to be 82 miles; the capital stock two and a half millions; number of shares 25,000. The following persons have been chosen directors: Lewis Lawrence, Daniel Crouse, A. J. Williams, Jas. F. Mann, Jas. K. Hitchcock, Daniel Butterfield, Thomas Foster, John Thorn, Utica; Geo. Chadwick, New Hartford; N. W. Moore, Sauquoit; A. M. Perkins, Bridgewater; D. B. Goodwin, Waterville; Devillo White, Sherburne.

At the same meeting it was resolved that the city should subscribe \$100,000 for a continuation of the Black River road a further distance of 30 miles.

New York Central Railroad.

The following gentlemen have been elected Directors of the New York Central Railroad Company for the ensuing year: Dean Richmond, Richard M. Blatchford, John H. Chedell, Alonzo C. Paige, J. V. L. Pruyn, Nathaniel Thayer, Livingston Spraker, Cornelius L. Tracy, Charles H. Russell, Henry A. Martin, James H. Banker, Horace F. Clark, A. D. White.

Central Pacific Railroad.

This road is now finished to the new town of Colfax, fifty-five miles from Sacramento, and 2,450 feet above the level of the sea. In the entire route of this road only three tunnels are contemplated, their aggregate length about one mile. The road is expected to cross the summit of the mountains at the height of about 7,000 feet above the sea. The cost of the most expensive mile is estimated at \$350,000. For several miles the track must be roofed to slide off the snow.

We learn from San Francisco that articles of association have been filed by a company to build a railroad from San Francisco Bay to a town in San Deigo, thence eastward to the State line, and there connect with the contemplated road to the Mississippi River. The capital is \$30,000,000; length of the road seven hundred and twenty miles. The directors are: T. G. Phelps, Charles N. Fox, Benjamin Flint, C. J. Hutchinson, B. G. Lathrop, J. B. Cox, and B. W. Hathaway. Mr. Phelps is President.

The stockholders of the South Side (Va.) Railroad, have adopted a proposition to form a consolidation with the Virginia and Tennessee and the Norfolk and Petersburg roads. This, if carried out, would make a continuous line of railway from Bristol, Tennessee, to Norfolk, Virginia, a distance of four hundred miles.

The *Darlington Union* says the railroad from Janesville to Monroe is to be continued through to Dubuque. This has been fully determined upon, we are informed.

J. W. Garrett has been unanimously re-elected President of the Baltimore and Ohio Railroad Company.

Railroad Earnings--Monthly.

The earnings of the Marietta and Cincinnati Railroad for the month of Nov., 1865, \$114,511 85
Corresponding month of previous year 96,908 02

Increase.....\$17,603 83

The traffic receipts of the European and North American Railway for the month of Nov., 1865, compared with the corresponding month last year, is as follows:

| | 1865. | 1864. |
|-------------------------|------------|------------|
| Passengers | \$5,059 69 | \$4,942 24 |
| Freight | 8,095 53 | 7,143 09 |
| Mails and Sundries..... | 392 00 | 471 00 |

Total

| | | |
|------------------------|-------------|-------------|
| Total | \$13,547 22 | \$12,556 33 |
| Increase in 1865 | \$990 89. | |

The earnings of the Chicago and Milwaukee Railway for the month of Nov. 1865, were \$93,397 00
Corresponding months of prev. year... 90,940 00

Increase.....\$22,457 00

The earnings of the Atlantic and Great Western Railway for the month of Nov., 1865, were.....\$731,270 00
Corresponding period of previous year 381,810 00

Increase.....\$349,460 00

The earnings of the Michigan Central Railroad for the month of Nov., 1865, were\$447,669 79
Corresponding month of previous year 405,509 77

Increase.....\$42,160 02

The earnings of the Chicago and Rock Island Railroad Company for the month of Nov., 1865, were.....\$261,141 00
Corresponding month of previous year 336,617 00

Decrease.....\$75,476 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of Nov., 1865, were\$498,421 00
Corresponding month of previous year 448,934 00

Increase.....\$49,487 00

The earnings of the Chicago and Alton Railroad for Nov., 1865, were.....\$294,805 00
Nov., 1864..... 307,803 00

Increase.....\$12,998 00

The following is a statement of the business done by the Illinois Central Railroad for the month of Nov., 1865:

LAND DEPARTMENT.

| | | |
|--------------------------|--------------|-------------|
| Acres Construction Lands | | |
| Sold | 8,310.29 for | \$96,551 09 |
| Acres Int. Fund Lands | | |
| Sold | 120.00 for | 1,605 00 |
| Acres Free Lands sold.. | 1,934.29 for | 20,280 80 |

Total sales during month of Nov., 1865.....10,364.58 for \$118,436 89
To which add Town Lot Sales..... 505 00

Total of all.....10,364.58 for \$118,941 89
Cash collected in November.....\$158,397 68

TRAFFIC DEPARTMENT.

| | |
|-------------------------------|--------------|
| Receipts from Passengers..... | \$223,631 56 |
| do. Freight..... | 362,191 00 |
| do. Mails..... | 6,199 38 |
| do. Rent of Road..... | 5,606 25 |
| do. Other Sources..... | 27,340 11 |

Total Receipts in month of Nov., 1865.....\$624,968 30
Total Receipts in month of Nov., 1864. 657,141 12

The earnings of the Chicago and Northwestern Railroad in Nov., 1865, were.....\$749,191 00
Same period last year..... 716,378 00

Increase.....\$32,813 00

The earnings of the Detroit and Milwaukee Railroad for the month Nov. 1865 were \$32,661 00
Same period last year..... 27,598 00

Increase.....\$5,063 00

The earnings of the Milwaukee and St. Paul Railway for November, 1865, were...\$383,772 57
Corresponding month previous year.. 229,313 05

Increase.....\$153,959 52

The earnings of the Erie Railway for the month of Nov., 1865, were\$1,451,217 56
Corresponding month last year..... 1,224,908 81

Increase.....\$226,308 75

Railroad Earnings--Weekly.

The earnings of the Marietta and Cincinnati Railroad for the 4th week in Nov., 1865, were:

| | 1865. | 1864. |
|---------------------------|-------------|-------------|
| Passengers | \$11,365 75 | \$12,033 61 |
| Freight | 23,928 45 | 19,853 41 |
| Mail, express & telegraph | 1,281 55 | 1,084 48 |

Total.....\$36,575 75 \$32,971 50

Total for the fiscal year commencing Jan. 1. \$1,117,431 43 \$933,363 70

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Nov. 30, were:

| | 1865. | 1864. |
|------------------|------------|------------|
| Passengers | \$4,247 27 | \$3,808 01 |
| Freight | 13,431 76 | 10,631 86 |
| Express | 338 22 | 104 16 |
| Mail | 296 58 | 296 58 |

Total.....\$18,313 83 \$14,840 61

Receipts from January 1 to Nov. 30:

| | |
|------------|--------------|
| 1865 | \$651,552 82 |
| 1864 | 540,883 27 |

Increase.....\$110,669 55

The traffic of the Great Western Railway for the week ending Dec. 8, 1865, was as follows:

| | |
|-----------------------------|-------------|
| Passengers | \$29,689 35 |
| Freight and live stock..... | 31,142 82 |
| Mails and sundries..... | 2,557 42 |

Total.....\$63,389 59
Corresponding week of 1864..... 56,615 72

Increase.....\$6,775 86

The earnings of the Chicago and Northwestern Railway for the first week in December, 1865, were.....\$147,542 29
Corresponding week of previous year. 134,823 65

Increase.....\$12,718 64

The Pacific Railroad.**EXTRACT FROM THE REPORT OF THE SECRETARY OF THE INTERIOR.**

The act approved July 1, 1862, to aid in the construction of a railroad from the Missouri River to the navigable waters of the Pacific, and subsequent legislation on this subject, with its hearty approval by the people, furnish a striking proof of the unconquerable determination of the nation and an unflinching faith in its ability to preserve its territorial integrity. Had it been deemed possible that our country could fall a prey to Rebellion, and its dismembered parts become subjected to the control of separate and alien governments, the construction of such a work would never have been undertaken, and its execution would have been impracticable. Although at the date of the enactment of these several laws, the resources of the nation were severely taxed, measures were adopted deemed adequate to induce capitalists to engage in the construction of this great thoroughfare, in the conviction that it would forever remain the property of a united people. The energy displayed in its prosecution for two or three

years did not, however, equal public expectation and the wishes of the Government. But during the past year, as will be seen from the report of Lieutenant Colonel Simpson, of the engineer corps of the army, detailed by your order to serve, under the instructions of the Secretary of the Interior in supervising this and other kindred works, it has been progressing in a satisfactory manner, from Omaha, Kansas City, and Atchison, westward, and from Sacramento, California, eastward.

The amount of private capital already invested, the high personal character of the gentlemen connected with its prosecution, and the munificent subsidy of the Government, combine to give assurance that the whole will be completed within the period fixed by law, thus furnishing a continuous line of railway from the Atlantic to the Pacific.

Its effects, in promoting immigration, opening vast and rich regions of the continent to settlement, developing our inexhaustible national resources, and perpetuating the unity of the American people, will be more and more appreciated as it approaches completion.

The Union Pacific Railroad Company, incorporated under the Congressional act above cited, reports, by its president, under date of the 5th ultimo, that on the 19th of October last 16 miles of track had been laid west from Omaha, and that arrangements had been made to prosecute the work at the rate of one-half mile per day. The company has five locomotives and 70 cars on the road. Machine shops and station buildings of the most permanent character are in progress of construction, and will be finished in the course of the present month. The grading of the first hundred miles was, at that date nearly ready for the superstructure, and that of the second hundred miles had been commenced. The first 60 miles of the track will be ready by the end of next month, and no doubt is entertained that the first hundred miles will be in operation by the 1st day of July next, in compliance with the requirements of law. The directors express the belief that an additional hundred miles will be in operation by the first day of July, 1867, and they are not without hope that they will, at that date, have constructed 250 miles of road, and reached the one hundredth meridian, where the line of the eastern division, commonly called the Kansas branch, is to unite with it.

Several parties of engineers have been actively engaged; one in surveying the Spanish Fork and the country west from Salt Lake to the valley of the Humboldt; another up the Cache la Poudre to the Laramie river, and a third from the one hundredth meridian west. A fourth has been occupied in locating the second hundred miles of the road. Strenuous efforts have been made by the directors to press on the work with a dispatch commensurate with its acknowledged importance. The expenditures already amount to three and a half million dollars, wholly derived from private contributions.

In this connection it may not be amiss to state that on the 12th of May last the company made application to substitute a new line for that adopted between Omaha and the crossing of the Elkhorn. It was deemed advisable, before determining which line offered the most "direct and practicable route," to order a thorough personal examination of both by a competent engineer, who was instructed to report on their relative advantages. The officer detailed by the Secretary of War at my request, as above mentioned, discharged his duty with fidelity and success. His report embraces the instructions of the department, as well as the result of his careful examination, and the consequence to which it gave rise.

The contemplated new location received your approval. Some time was in this way unavoidably consumed, and the company deemed it expedient to suspend active operations on the part of the road, until the result of your final action upon the application was officially communicated.

The Union Pacific Railroad Company, eastern division, has completed 40 miles of the railway and telegraph line, extending from the mouth of the Kansas River to a point near Lawrence; and

It had in October last four locomotives on the road, and was then expecting the arrival of another at Wyandotte. There were on the track three first-class passenger, 44 freight, 21 box, one baggage, 12 hand-cars, and two iron truck-cars. The company has also contracted for four additional first-class passenger, two express and mail, and ten box freight-cars, all to be delivered within a short period. The company reported on the 11th ultimo that an additional section of 20 miles had been completed, which is now in process of examination by commissioners, in the mode required by law. Surveys have been extended to the one-hundredth meridian, a distance of about 381 miles. There is also a party in the field making surveys of the Smoky Hill route, who are to extend their surveys to Denver city, about 581 miles from the eastern terminus of the road.

The President of the Atchison branch of the Union Pacific Railroad submitted a report bearing date of the 15th ultimo. It represents that the bridges and masonry on the first section of twenty miles of the road are all completed, cross-ties prepared, the track being laid, and that this portion of the road is under contract, and will be finished by the first day of January next. It further represents that the bridges are constructed of the best materials, and that the buildings now in process of erection are of stone, roofed with corrugated iron; that the second section of 10 miles is also under contract, and will be completed on the first day of May next.

The commissioners appointed by your predecessor, under date September 8, 1864, reported upon 81 miles of the railway and telegraph line constructed by the Central Pacific Railroad Company of California. This part of the road, extending eastward from Sacramento City to a point near Newcastle, in Placer County, California, is completed and in daily use. Under date of the 17th July last, 12 additional miles of the road were reported to be in running order. On the 16th day of September last, the President of the Company filed in the office of the Surveyor General of California his affidavit, setting forth that the company had completed the grading and all the work required to prepare the railroad for the superstructure on the section of 20 miles lying next eastward of the town of Newcastle, at an expense of \$1,098,000. Five thousand laborers, it is alleged, are employed, and the company manifest the greatest vigor and activity in carrying on their operations.

On the 24th day of December last, the Sioux City and Pacific Railroad Company, a corporation organized under the laws of Iowa, was designated by the President of the United States for the purpose of constructing and operating a line of railroad and telegraph from Sioux City to such point on, and so as to connect with, the Iowa branch of the Union Pacific Railroad, from Omaha, or the Union Pacific Railroad, as the company might select. The President of the company, on the 15th of June last, submitted a map designating the general route of said road, but the Department is not advised that its construction has been commenced.

I accordingly concur in the views expressed by my predecessor in his last annual report, as to the propriety of securing, if practicable, the appointment of Government Directors in each of the companies engaged in the construction of a branch or any part of the main line of this road. Such directors are now appointed for the company organized under the act of Congress, and with evident advantage to the public interests. The concurrent action of the States from which the companies derive their corporate power, and the consent of the latter, may be necessary to accomplish that object; but Congress might with propriety initiate the requisite legislation on the part of the General Government.

The patents for land and the bonds provided for in the fourth and fifth sections of the original act are not to be issued on the completion of a section of the road, until the fact of its construction and equipment as a first class railroad shall have been ascertained and declared in the mode

prescribed. The words "first class railroad" are, perhaps, as precise and definite as any other; but some difficulty may arise in the practical enforcement of the provision in which they occur. With a view to obviate the difficulty, and secure uniformity, I have invited the directors, on the part of the Government, and the several boards of commissioners to meet in this city on the 10th proximo, for the purpose of establishing a standard of excellence, to which the companies in the construction and equipment of their respective roads shall be required to conform.

The Northern Pacific Railroad Company, on the 11th of December, 1864, filed their acceptance of the provisions of the act of Congress entitled "An act granting lands to aid in the construction of a railroad and telegraph line from Lake Superior to Puget Sound, on the Pacific coast, by the northern route;" and under date of the 6th of March last submitted their map designating the general direction of their road from a point on Lake Superior, in the State of Wisconsin, to a point on Puget Sound, in Washington Territory. The records of the Department do not, however, show any further action by the company in the premises.

Fredericksburg and Gordonsville R. R.

The people of Fredericksburg, Va., are considering the matter of building the long projected and partly-constructed railroad from their city to Gordonsville. The company has recently been reorganized, with some of their most influential citizens at its head, and they seem to be determined to make a strong effort to finish the work.

A meeting was recently held at Bellefont, Pa., of the directors of the Lewisburg Centre and Spruce Creek Railroad, one of the connecting links by which the Atlantic and Great Western Railway is to reach the seaboard upon its independent line. Hon. G. R. Barrett, of Clearfield, was elected President of the corporation: Sir Morton Peto, of England, Vice-President: and T. W. Kennard, Engineer. Judge Barrett then, as Attorney of the Atlantic and Great Western Railway Company, subscribed one million of dollars towards the completion of this road, and gave notice that he would take the balance of whatever stock was not subscribed by the people along the line.

Central Pacific Railroad STATE AID BONDS.

INTEREST AT THE RATE OF
Seven per Cent. per Annum in Gold,
PAYABLE SEMI-ANNUALLY,
Guaranteed and Paid by the State
of California.

The Bonds are secured by a mortgage on 160 miles of road from Sacramento to the California State Line, forming part of the great Pacific Railroad Route adopted and aided by the United States Government. They are further secured by a Sinking Fund of \$50,000 per annum in Gold received from the earnings of the Road, and pledged for their redemption. They are a first class Security in every respect, and a limited amount will be offered upon terms which render them a very attractive and desirable investment. For further particulars, inquire at our Office, No. 5 Nassau Street.

1m50

FISK & HATCH, Bankers.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Dec. 13, 1865.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held in this city, it was Resolved, That a Dividend of FIVE PER CENT. in cash, free of government tax, be paid on the 1st day of February next, to the holders of the full paid shares registered on the twentieth day of January, and that the transfer books be closed on the said twentieth day of January and opened on the third day of February.

THOMAS E. WALKER, Treasurer.

E. J. M. DERRICK, ARCHITECT AND CIVIL ENGINEER.

Late with the Erie Railway.

No. 119 Broadway, NEW YORK.

REFERENCE:

CHAS. MINOT, Esq., Consulting Engineer Erie R. R.
JOHN HOUSTON, Esq., Chief Engineer Erie R. R.
M. LANE, Esq., Chief Engineer Nassau Water Works Brooklyn.
PETER COOPER, Esq., New York.
A. S. HEWITT, Esq., New York.
E. H. MILLER, Esq., New York.

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COUPONS OF THE CENTRAL PACIFIC RAILROAD Company of California, Due January 1st, 1866, will be paid on and after that date, less government tax, by
EUGENE KELLY & CO.,
36 Wall Street.

To Railroad Companies or Contractors.

THE Advertiser has several Steam Excavators, with Cars, and all the material adapted for speedily executing heavy excavations, filling of trussle work, or loading trains with material for gravelling. Any persons having such work to do will please address, with particulars, Box 366, Clinton, Mass. 6m-35

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Goodman & Merrill, COTTON FACTORS

AND

General Commission Merchants.

AGENTS FOR THE PURCHASE, SALE AND LEASE OF COTTON PLANTATIONS,

ALSO FOR THE PURCHASE OF
Railroad Equipment and Supplies.

No. 36 New Street,
NEW YORK.

November 24th, 1865.

Sm48

FOR SALE, 7 NEW HORSE CARS,

Usual length and width (Body 15 feet by 7).

WILLIAMS & PAGE,
91 Water Street, Boston.

LAING, WETHERILL & CO.

Bankers & Brokers,

No. 18 BROAD STREET, NEW YORK.

Gold, Bonds, Government Securities,
Railroad, Insurance, Bank
and Petroleum Stocks,

BOUGHT AND SOLD EXCLUSIVELY
ON COMMISSION.

Particular attention given to orders by
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Interest allowed upon deposits subject to
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HENRY B. SMITH,
(Late with United States Trust Co.)
STOCKS, BONDS, GOLD,
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GOVERNMENT SECURITIES
BOUGHT AND SOLD ON COMMISSION.
No. 47 Exchange Place,
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REFERS TO
JOHN A. STEWART, Esq., President United States Trust Company of New York.
CHAS. P. LEVERICH, Esq., President Bank of New York, National Banking Association.
DAVID DOWS, Esq., THOS. W. PEARSELL, Esq.,
CHAS. E. BILL, Esq., Messrs H. T. MORGAN & CO.
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BULKLEY & MCNEILL,
CONSULTING ENGINEERS,
NATIONAL BUILDINGS,
57 Broadway, New York.

THE undersigned having established themselves in this City, and opened an office as above, would respectfully inform their friends, and those who may require their services, that they are prepared to furnish designs, specifications and working drawings for marine and stationary machinery of every description.

Those having mechanical designs which they wish elaborated, are invited to consult with the above, who will give professional advice, and if required furnish drawings, and estimate on the value of such inventions.

The undersigned also offer their services as general agents for the purchase and sale of all kinds of machinery.

Their experience in this country and in Europe in the practical designing of machinery, and the possession of designs, and detail drawings from approved European and American Workshops, render them confident of conducting satisfactorily any business that may be entrusted to their care.

4147 HENRY W. BULKLEY,
THOMAS E. MCNEILL.

Pacific Mail Steamship Company's
THROUGH LINE TO
CALIFORNIA,
TOUCHING AT MEXICAN PORTS,
And Carrying the U. S. Mail,

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, on the 1st, 11th and 21st of every month (except when those dates fall on Sunday, and then on the preceding SATURDAY), for ASPINWALL, connecting, via Panama Railroad, with one of the Company's steamships from Panama for SAN FRANCISCO, touching at ACAPULCO.

DECEMBER.

1st—HENRY CHAUNCEY, Captain Gray, connecting with CONSTITUTION, Captain Farnsworth.
11th—ATLANTIC, Captain Maury, connecting with GOLDEN CITY, Captain Bradbury.
21st—NEW YORK, Captain Horner, connecting with COLORADO, Captain Watkins.

Departures of 1st and 21st connect at Panama with steamers for SOUTH PACIFIC PORTS. Those of 1st touch at MANZANILLO.

Through Passage Rates, in Currency.

| | First Cabin. | Second Cabin. | Steerage |
|------------------|--------------|---------------|----------|
| On steamers..... | \$350 | \$250 | \$125 |

A discount of ONE-FOURTH from steamers' rates allowed to 2d Cabin and Steerage passengers with families.

One hundred Pounds of Baggage allowed each adult. Baggage-masters accompany baggage through, and attend to ladies and children without male protectors. Baggage received on the dock the day before sailing from steamboats, railroads and passengers, who prefer to send down early.

An experienced Surgeon on board. Medicines and attendance free.

A steamer will be placed on the line January 1st, 1866, to run from NEW ORLEANS to ASPINWALL, via HAVANA.

For Passage Tickets or further information apply at the Company's ticket office, on the wharf foot of Canal Street, North River.

3m47 F. W. G. BELLOWES, Agent.

UNITED STATES
STEEL PEN WORKS,
FACTORY, CAMDEN, N. J.
R. ESTERBROOK & CO.,
Steel Pen Manufacturers,

WAREHOUSES, { 403 ARCH ST., Philadelphia.
 { 42 JOHN ST., New York.

Samples and prices on application. Lots made to order of any pattern or stamp required.

CAUTION.

These Pens are of genuine American manufacture, and equal in finish, elasticity, and fineness of point to the best imported. They are, therefore, sure to gain the confidence of the American public. The fac-simile of our signature is sufficient security against foreign imitation.

R. ESTERBROOK & CO.

THE NORRIS LOCOMOTIVE WORKS,
LANCASTER, PA.

HAVE for sale and ready for delivery, the following First-Class Passenger Locomotives and Tenders, built of the best material, and guaranteed in every particular.

1 of 16½x22 Cylinders, 5 foot Drivers.
1 of 16½x22 Cylinders, 5½ foot Drivers.
1 of 16½x24 Cylinders, 5½ foot Drivers.

And will take orders for April delivery for either Freight or Passenger Engines, either for Coal or Wood.
1m49

Car Duck. Hemp Packing.

HEAVY 4 Ply Fitchburg Duck 100 to 140 inches wide.

BEST HACKLED HEMP PACKING.

For sale by
WILLIAMS & PAGE, Boston.

TILFORD & BODLEY,
BANKERS,
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NEAR WALL,
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Government and State Securities, Stocks, Bonds, Gold, &c., Bought and Sold on Commission. Interest paid on deposits at the rate of four per cent, per annum.

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Gold, Government Securities, State and Railroad Bonds, Bought and Sold on Commission, at the New York Stock Exchange.

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Toledo, Peoria and Wabash
RAILWAY COMPANY,
SCRANTON BUILDINGS,
26 Exchange Place,
CHARLES L. FROST, President.

Solid Emery Vulcanite.

WE are now manufacturing wheels of this remarkable substance for cutting, grinding and polishing metals, that will outwear hundreds of the kind commonly used, and will do a much greater amount of work in the same time, and more efficiently. All interested can see them in operation at our warehouse, or circulars describing them will be furnished by mail.

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MACHINE BELTING,
STEAM PACKING, ENGINE HOSE.

THE superiority of these articles, manufactured of vulcanized rubber, is established. Every belt will be warranted superior to leather, at one-third less price. The Steam Packing is made in every variety, and warranted to stand 300 degrees of heat. The Hose never needs culling, and is warranted to stand any required pressure; together with all varieties of rubber adapted to mechanical purposes. Directions, prices, &c., can be obtained by mail or otherwise at our warehouse.

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Late with Messrs. Henry Clews & Co.

ALBERT R. EDEY,

Late with Messrs. J. V. Onativia & Co.

SHORTEST LINE TO THE
OIL REGIONS,

NEW YORK, WILLIAMSPORT & ERIE LINE,
Via Mauch Chunk.

ONE HOUR AND THIRTY MILES SAVED.

On and after September 25, 1863, trains will leave New York, via

Central Railroad of New Jersey,

FROM FOOT OF LIBERTY STREET, NORTH RIVER,

Daily, except Saturday, 7 P. M. On Sunday 8 P. M.

Cars run through from New York to Erie.

SLEEPING CARS ON ALL TRAINS.

TIME SHORTER, AND FARE AS LOW AS BY ANY OTHER LINE.

Connects at Williamsport with Williamsport and Elmira Railroad, for Elmira, Niagara Falls, &c. At Corry, with Atlantic and Great Western Railroad, and Oil Creek Railroad for Titusville, Shafter, Franklin, Oil City, &c. And at Erie, with Lake Shore Line, for the West.

Return train leaves Erie at 2.05 P. M., Corry, at 3.50 P. M.; arriving in New York at 12.05 P. M., (noon).

H. P. BALDWIN, General Ticket-Agent.

New York, September 16, 1863.

CAMERON & BARKLEY,
No. 142 Meeting Street,
CHARLESTON,
South Carolina.
RAILROAD AND STEAMBOAT
GENERAL SUPPLY AGENCY.

Will give their especial attention to the sale, on consignment or otherwise, of everything appertaining to Railroad, Steamboat and Machinery in General. All business entrusted to their care will meet with promptness and dispatch. Inventors and Manufacturers will find it to their interest to communicate with us.

REFER TO

M. W. BALDWIN & Co., Philadelphia.
JAMES JEFFRIES & Sons, Philadelphia.
H. W. HOOK, Philadelphia.
J. M. MOTLEY, Vice President and Treasurer Manhattan Oil Co., New York.
BANKER & CARPENTER, New York.
JOS. WOOD & Co., New York.
JOHN FRASER & Co., Charleston, South Carolina.
GEO. W. WILLIAMS & Co., Charleston, S. C.
E. W. MARSHALL, Esq., Charleston, S. C.
Capt. JOHN FERGUSON, Charleston, S. C.
H. T. PEAKE, Esq., Supt. South Carolina Railroad.
H. S. HAINES, Esq., Supt. Charleston and Savannah R.R.
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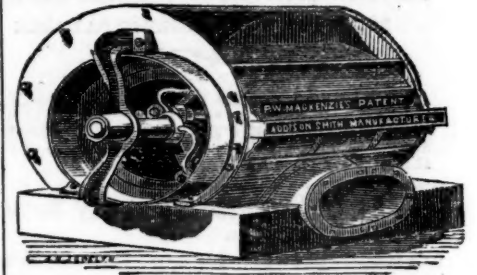
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